

[PRICE 6D.]

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

TUESDAY.

Ribble Navigation.—Petition for Bill; referred to select committee on petitions for private bills.

Marine Insurance.—Petition from Tynemouth, for the repeal of the duty thereon; ordered to lie on the table.

Montgomeryshire Western Branch Canal.—Petition for Bill; referred to the select committee on petitions for private bills.

Branding Junction Railway.—Petition for Bill; referred to the select committee on petitions for private bills.

Paington Harbour Bill.—Real second time; committed to Sir John Yarde Buller and the Devon list.

WEDNESDAY.

River Weaver.—Return presented of the receipts and expenditure of tonnage dues on the river Weaver and the Westow Canal, from 1795 to 1836-7; ordered to lie on the table.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

TUESDAY.

Lord GLENELG laid upon the table papers relative to the affairs of Canada; after a short conversation, it was agreed that the discussion of the Ministerial measures on the subject should be deferred.

WEDNESDAY.

The House did not meet to-day.

THURSDAY.

Lord MELBOURNE moved the second reading of the Duchess of Kent's Annuity Bill. Not apprehending any opposition to it, he avowedly abstained from making any remarks. The bill was accordingly read the second time. —Lord GLENELG moved an address to Her Majesty regarding the affairs of Lower Canada. His lordship entered into considerable details, and contended that, instead of taking part with the French or British parties, the government had adopted the true course, that of proceeding to remedy real and acknowledged grievances, and to examine alleged ones. Lord BROUGHAM, in no very measured terms, ridiculed and condemned the whole of the proceedings of the government, which ought to have been awake—not asleep—at such a crisis as the momentous and perilous period following the adoption of Lord J. Russell's Canada resolutions. The Duke of WELLINGTON was not surprised that evil consequences had attended the act of 1831, for, as he had urged at the time, it was inconsistent with the principles of the British constitution to leave the payment of judges, &c., contingent upon annual votes. The Earl of DURHAM spoke in the course of the debate, and declared the reluctance with which he had undertaken the responsible office assigned to him. He disclaimed all party spirit, and appealed to his zeal for the interests of the crown and the country as the motives that influenced his choice. His objects would be to establish the authority of the crown, to enforce the laws, and having done so, to redress the grievances of the Canadians wherever they were found to exist. After some further remarks the address was agreed to, and their lordships adjourned.

HOUSE OF COMMONS.

TUESDAY.

The SPEAKER informed the House that the petitioners against the returns for Pontefract, Boddin, and Dudley had not entered into the necessary securities. The order for taking their petitions into consideration was consequently discharged. —The ATTORNEY-GENERAL stated, in answer to a question from Captain PECHELL, that the LORD CHANCELLOR was engaged with the Judges in preparing a bill to extend the jurisdiction of the seditious courts to cases in which the sum in dispute did not exceed 50*l*. He trusted the measure would contain further enactments for the establishment of courts for the recovery of small debts, and to aid the administration of criminal justice at quarter sessions. —Lord J. RUSSELL stated, in answer to a question from Mr. W. WILLIAMS, that the inquiry into the condition of the hand-loom weavers will be conducted by means of assistant-commissioners, and in a manner nearly similar to that which was adopted with respect to the Poor Laws. —In the course of the debate on the affairs of Canada, it was resolved that an humble Address be presented to HER MAJESTY to thank Her Majesty for her gracious communication of papers relating to the affairs of Canada. —To assure Her Majesty, that the anxious consideration of this House shall be given to the preparation of such measures as the present exigency may require. —To express to Her Majesty our deep concern that a disaffected party in Canada should have had recourse to open violence and rebellion, with a view to throw off their allegiance to the Crown. —To declare to Her Majesty our satisfaction, that these designs have been opposed no less by Her Majesty's loyal subjects in North America than by Her Majesty's forces; and to assure Her Majesty, that, while this House is ever ready to afford redress to real grievances, we are fully determined to support the efforts of Her Majesty for the suppression of revolt, and the restoration of tranquillity.

WEDNESDAY.

An answer to the Address on the affairs of Canada was returned, and reported as follows:—I thank you for the assurance that my faithful Commons will support my efforts for the suppression of revolt, and the restoration of tranquillity, in Lower Canada. The unfortunate events which have taken place in that province, have given me deep concern, and I shall look forward with anxiety to the period when the re-establishment of order may enable me to lay the foundations of lasting peace and concord. The spirit which has been manifested by the loyal inhabitants of my Northern American Provinces, and the exertions which they have made in support of my authority, demand my warmest acknowledgments. —Mr. S. LEFEVRE informed the House that the committee on petitions for private bills would not meet until after the 5th of February; and Mr. P. THOMPSON gave notice that on Monday next he should move certain resolutions with regard to the conduct of private bills, in conformity with the resolution of the committee last session. —In answer to a question from Mr. LUCAS, Lord MORPETH stated that the second reading of the Poor Relief (Ireland) Bill would be moved on the 6th of February. —Lord J. RUSSELL obtained leave to bring in a bill to provide for the temporary government of Lower Canada. He detailed generally the provisions of the proposed bill. The assembly is to be suspended, and the governor-general, aided by a council, is to prepare such laws and regulations as may be requisite for the immediate government of the colony. —With respect to the persons to be named by the legislative council, they would be named by that body, but chosen and appointed by the governor-general. With respect to those who were to be considered as having a representative character, they might be chosen from the legislative assembly; but, as in that body, as at present constituted in Lower Canada, it would be almost impossible to name any one who could be brought to act beneficially in preservation of this plan; it would be in the competence of the governor-general to have elections both with respect to the lower province, and, if necessary, with regard to the upper province, of a number amounting to ten in the whole, for each to consult upon the general heads which he had stated last night. The bill also gives a power to proclaim an "amnesty," should that be deemed advisable. After a lengthened debate the bill was read a first time, and ordered to be read a second time on Monday, until which day the House was adjourned.

LAW PROCEEDINGS.

ROLLS COURT.—WEDNESDAY.

VIVIAN v. HUMPHREYS.—This cause has frequently been before the courts, both of law and equity, to determine the right to a certain mine called the Boleana, which it was alleged formed a part of the Great St. George's mine. It now came on upon an application to settle the terms of the issues which the court had directed. After considerable discussion between Mr. PEMBERTON, Mr. ERLE, and Mr. RICHARDS, on behalf of the plaintiff; and Mr. Serjeant BOMPAS and Mr. KINDERSLEY, for the defendant,

Lord LANGDALE refused to vary the terms of the issues already directed, but ordered them to stand in the terms in which they were already drawn; but gave the defendant liberty to apply to the court after the trial of the first issue, which is to be heard at the next assizes, to have the particular breaches of covenant, which the plaintiffs intended to rely upon as a forfeiture of the lease, ascertained and set forth previous to their proceeding to the trial of the second issue.

COALS FROM NEWCASTLE.—As another instance amongst innumerable which have induced of the utility of railways, and the locomotive power which has been put into operation thereby for the expeditious transit of every description of portable commodities, we may state the fact, that in the course of last week, a cargo of coals was imported into Douglas, by Mr. Norris Clague, from the far-famed collieries of Newcastle-upon-Tyne. We understand they were transmitted by the above means to Carlisle, and thence shipped to this port—thus opening a new and most important field for the speculating spirit of enterprising individuals who have their capital invested in the coal trade. Who would have dreamed a few years ago, that we should have lived to bear witness to the importation of coals, by a direct communication from the north to the south? But so it is; and it speaks volumes as to the beneficial tendency of railroads in preference to all other modes of conveyance, whether it regards expedition or economy.—*Manx Liberal.*

PROCEEDINGS OF PUBLIC COMPANIES.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.

The annual general, and a special general meeting of the shareholders of this company was held at the office of the company, 20, Basinghall-street, on Thursday, the 18th inst., to take into consideration the present state of the affairs generally, more particularly with reference to the seventeenth clause of the conditions endorsed on the certificates of shares.

GEORGE BIGGS, Esq., in the chair.

The CHAIRMAN, after addressing the meeting in a few preliminary observations, adverted to the business of the day; as expressed the regret of the directors, that the accounts of the affairs of the company which they had to submit were not so satisfactory as could have been desired, having intimated his willingness to afford any information which might be in his power.

The advertisement was read, and afterwards the report, which took its date from the adjourned meeting held in May last, at which it was deemed advisable not to mention publicly the grounds on which the late secretary had forfeited the confidence of the directors; it stated that the directors had lost no time in fully investigating the charges made against him of fraudulently issuing shares and appropriating monies received on calls to his own use, the result of which had been his apprehension and commitment for trial, the amount of defalcation made by Mr. R. N. Paddon, and which the directors had good reason to believe correct, was 1000*l*. The special general meeting having empowered the directors to call up the remainder of the capital by instalments, in conformity with the conditions in the prospectus, they had proceeded to make calls for the same, the last of which became due on the 10th inst. Since May last, tin and copper had been sold to the amount of nearly one-half of the cost to the present time; from the progressive improvement of the mine though slow, the directors had hopes of submitting a more favourable report at the present time than they were enabled to do. The strictest regard to economy had been observed, and no exertions on the part of the directors had been spared to prosecute the mine with that vigour which was requisite to the development of its resources. The capital of the company was originally 20,000*l*, and had the whole of the shares been taken up and paid upon, the amount would have been sufficient to have given the mine a fair trial; the shares were now reduced to 3380, and the proceeds of the last call available for carrying on the operations of the mine being insufficient to effect such object, it became the duty of the directors to submit to a special general meeting the affairs of the company generally, more particularly relating to the seventeenth clause endorsed on the certificates of shares; the report concluded by stating, that Mr. Duncan, a member of the board, had proceeded into Cornwall for the purpose of obtaining the fullest information in order that the shareholders might decide upon the course best to be adopted, and which journey had been undertaken at a very moderate expense.

A letter was read from Captain Evans, which stated, that he was unable to report any improvement in the mine, but from present appearances, he entertains hopes of doing so ere long; he still considered the mine to be valuable, and recommended that the operations be prosecuted—it would require twelve or fifteen months to bring it into a state of productive working. A letter of subsequent date was also read from Mr. Burrow.

A SHAREHOLDER, in moving the adoption of the report, expressed his satisfaction with the information which had been given.

Mr. FOSTER, referring to the proceedings taken with regard to the late secretary, wished to know if the directors had entered fully into the matter, in order to ascertain if any collusion existed between him and the parties who had the shares?

The CHAIRMAN replied, that the auditors had entered into this matter fully, and were perfectly satisfied that such had not been the case, the parties in whose hands the shares were were highly respectable.

It was then resolved, that the report of the directors be received and approved.

The report of the auditors was next read, detailing the various heads of expenditure, and from which it appeared that the liabilities of the company amounted to 705*l*, and the assets to 806*l*. 18*s*. 2*d*. It spoke in terms of eulogy of the valuable services of three of the directors. The statement of accounts having been read, it was moved and carried, that the report of the auditors be received and agreed to.

It was then moved, and carried unanimously, that the thanks of the meeting be given to John Hackblock, Esq., for his kindness in advancing a loan, at a time when the finances were insufficient to meet the demands upon the company.

It was also carried unanimously, that the thanks of the meeting be given to the auditors, Messrs. Pye and Womorsley, for their report.

Mr. DUNCAN stated, that having been down in the county, and having been witness to the good conduct of Mr. Burrow, begged to move that a vote of thanks be given to that gentleman for the zeal and ability displayed by him in the discharge of his duties, which was carried unanimously; as also the thanks of the meeting to Mr. N. Haydon (the secretary), for his attention to the interests of the company, and correct discharge of the duties of his office.

Thanks were voted to the chairman, and the meeting adjourned.

The special general meeting was then held,

GEORGE BIGGS, Esq., having been unanimously called to preside. He stated the painful duty devolved on him, of announcing that the company not being in that prosperous condition which they had been led to expect, he was bound to call the attention of the shareholders to the seventeenth clause of the conditions, endorsed on the certificates of shares, to the effect, that in the event of 90 per cent. of the capital subscribed being expended, and the mines not being, by that time, in a situation to pay their expenses, that the company should be dissolved. The directors were anxious not to take the shareholders by surprise, and had called them together, thus early, that they might determine upon the measures best to be adopted; the company not being precisely in that situation, but having suffered much from the depression in the price of metals, the directors finding themselves approximating to that point contemplated in the conditions, were desirous of taking the advice of the shareholders upon the subject, and that they should appoint a body of gentlemen to confer with the directors, and avoid such dilemma. It was the duty of the directors to warn the shareholders of the situation in which they were placed; the duty then devolved upon the proprietors, to consider the means of avoiding it; he (the chairman) observed that a series of resolutions would be submitted to the meeting, by which a committee would be appointed, and the meeting could, in that case, adjourn to receive their report.

The various points upon which the directors had taken professional advice, were then submitted and read to the meeting, from which it appeared that the directors were not at liberty to expend the whole of the amount of the last call of 10*s*, but must reserve a fund of 8*s*. per share; it suggested whether an additional capital could not be raised in conformity with the sixth article; upon which it was observed, that there were a large number of shares in hand, and therefore, before an additional capital could be raised, those shares must be taken at par.

A SHAREHOLDER having observed that the information which the gentleman who had been into Cornwall had acquired, would be satisfactory to the meeting.

Mr. DUNCAN stated, that when in the county, he had upon recommendation as to their ability and integrity, engaged the services of Captains J. Richards and Rowe, two gentlemen, standing highly respectable in Cornwall, and whose opinions were not to be biased; he had obtained reports from these gentlemen, which he was satisfied were free from collusion, the mine having been inspected separately, and one party having departed into another part of the county at the time of the other inspecting the mine; he further stated, that he had instituted inquiries from friends in the locality as to the efficiency of their own agent, to which inquiries, he had received answers highly satisfactory, and no doubt rested upon his mind of the zeal and ability of the agent of the company.

A letter was then read from Captain J. Richards, from which it appeared, that the eastern part of the mine was promising, and recommended a further trial being given the mine, being situated in a part of the county where mines have produced good results, calculating that the mine would pay for working in ten or twelve months, and advising that the engine be kept at work. A letter from Captain Rowe was next read, which stated that the mine was not in a situation to meet its expenses; every necessary machinery had been erected and conducted in a judicious manner, and also recommended that she be kept working for twelve or fifteen months, when no doubt she would pay cost.

A letter was read from the mining agent of the company, stating, that

an improvement in the mine had taken place, and recommending them to go further in the prosecution of the same.

The following resolutions were then carried unanimously:—

"That it is the opinion of this meeting that the dissolution of the Company must necessarily take place, in the event of operations not being successfully prosecuted, and if 90 per cent. of the capital stock be absorbed, and the returns from the mines should not exceed the monthly expenses."

"That it be referred to a committee to consider and report upon the 17th clause, of the condition endorsed on the back of the certificates of shares, applicable to the present position of the finances of the company, involving its dissolution, and to report generally their views of the measures to be adopted for the interests of the shareholders under the circumstances."

"That Messrs. T. Farncomb, B. E. Windas, E. Foster, G. Pye, R. Womorsley, W. P. Thomas, do form such committee, with power to add to their number."

"That a special general meeting of the shareholders be called for Thursday, the 15th February, to receive the report of the committee, and confirm the resolutions of this meeting."

"Resolved that the report of the auditors and accounts be printed."

After some desultory conversation, in which the directors were warmly eulogised, and a vote of thanks having been passed to them, thanks were voted to the chairman, and the meeting adjourned.

LONDON AND BLACKWALL COMMERCIAL RAILWAY COMPANY.

A special general meeting of the shareholders of this company was held at the City of London Tavern, on Friday, the 19th inst.

Sir J. ESDALE, Bart., in the chair.

The advertisement having been read,

The CHAIRMAN observed, that the object of the meeting having been made public, he should merely refer the proprietors to the report of Messrs. Stephenson and Bidder, to take into consideration the steps they should take relative to the matter contained therein; he considered it very gratifying to preside over a meeting so numerous and respectable, and had great pleasure in advertising to the brilliant prospects which were now before them; he considered that the report of the engineers presented three important objects:—First. That there would be a saving in the cost of construction, of from 145,000*l*. to 168,000*l*. Second. An annual saving in wear and tear, of 12,500*l*. Third. That it would take only eighteen months to complete. He proposed that the secretary should at once read the report, prefaced by some observations of the directors.

Mr. TYERS requested that the minutes of the last meeting might first be read.

The CHAIRMAN said, that this meeting being special, and having no reference to the last, he considered that it would be irregular to read them.

Mr. TYERS then requested to know the state of the company's finances, as, also, if the auditors, appointed at the last meeting, had audited the accounts; if they were now ready to be produced, or when they would be ready?

The CHAIRMAN said, that the accounts had been audited, and would be produced at the half-yearly meeting in February, but this being a special meeting, such matter was irregular.

The meeting agreed in the chairman's decision, and the report of the directors was first read. It stated that they had full confidence in the report of their engineers, and congratulated the shareholders upon the prospects they now had before them; they had used every economy throughout, and had not yet received any remuneration for their services; they took the opportunity to inform the shareholders that it was their intention not to make any further application to parliament during this session, for an extension of the line, as they felt sure that public opinion would turn in their favour, and that they, in a short time, should not have the difficulties to encounter from opposition which was now on their path.

The observations of the directors, on the engineers' report, having been read, it not being deemed necessary to read the latter at length, the summary appended thereto was only submitted to the meeting.

The following are the observations of the directors referred to, as, also, the principal features in the report of Messrs. Stephenson and Bidder, the engineers:—

The directors have the pleasure to lay before the proprietors a most important report made by Messrs. Stephenson and Bidder relative to the mode of constructing and working the Commercial Blackwall Railway; and, in doing so, they think it right to state to the proprietors the circumstances which have led them to obtain that report.

The proprietors are well aware, that it was the intention of the projectors of this railway to work it by locomotive power; and the directors therefore looked with great solicitude and anxiety for the result of the first operations of the Greenwich Railway, which is worked in the same mode, considering that a good deal of information might be derived from the practical experience of that undertaking.

It may be a matter of question and opinion, how far that railway can be considered, as having fulfilled, or disappointed, the expectations of its proprietors and the public. But two points are clear: one, that the annual expense of working it by locomotive engines, including incidental expenses, amounts to 21,000*l*.; and the other, that the intermediate station at Bermondsey leads to a delay of at least three minutes in the journey, in stopping and recovering the speed.

The directors have also had the benefit of witnessing the completion and working of the Easton-square termination of the London and Birmingham Railway by stationary engines.

Having thus been able practically to ascertain the comparative advantages of two short lines of railway, one worked by locomotive, and the other by stationary engine power; and having thereby received a strong impression, that this railway, though originally intended to be worked by locomotive engines, might be rendered susceptible of stationary engine power with great advantage, the directors applied to Messrs. Stephenson and Bidder, for their opinion upon the subject; considering them peculiarly qualified to form a judgment, from their having employed both stationary and locomotive power on the railways which they had constructed.

The report which accompanies this, is the result of that application; and, while the directors congratulate the proprietors upon its very important and satisfactory contents, they are enabled to state, that no report was ever prepared with greater consideration, anxiety, and labor, and they therefore confidently recommend it to the adoption of the proprietors.

As a summary of the advantages which the report holds out, it is sufficient to say—first, that it promises a reduction of expenditure in the construction of the railway amounting to 168,000*l*., besides an expected saving in the purchase of land, which will enable the company to complete the railway to Fenchurch-street, without any extension of the capital; and secondly, a reduction of the expenditure for working the line amounting to above 12,000*l*. per annum. It will further be seen by the report, and is in itself obvious, that the railway may be completed upon the plan now proposed, in a much shorter space of time than was originally contemplated.

It appears from this report, taken in connection with the former estimates, that the line from the Minories to Blackwall may be constructed for about 440,000*l*.; and the estimate of gross traffic being 139,767*l*., an interest of 22 per cent. may reasonably be calculated upon, after making a deduction of one-third of the gross return for the working expenses, rates, and all other annual charges of management; and, in this estimate, no credit is taken either for rent of arches, or wharfage at Blackwall.

To the Directors of the London and Blackwall Commercial Railway Company.

GENTLEMEN,—In pursuance of your resolution, that we should furnish the board with a written report as to the best mode of working the Blackwall Railway, and point out any improvement that might occur to us in the construction thereof, we have examined the plans and sections of the London and Blackwall Railway, and have also had various communications with Mr. Tite respecting the property on and adjoining the railway; and we avail ourselves of this opportunity of expressing our thanks for the obliging manner with which he has given us much useful information. With reference to the most important point on which you have done us the honour to request our opinion, viz.—the best mode of working your line of railway, we have to observe, that our attention has been devoted exclusively to the relative advantages of employing stationary or locomotive power; deeming one or the other of those to be the only practicable and efficient mode of working this line.

The Commercial Railway, as at present designed, is to extend from the Brunswick wharf, Blackwall, to a depot adjoining Fenchurch-street, in London, a distance of about three and a half miles, to be built on arches, and having gradients rising on an average twelve feet per mile: the line being tolerably direct, though there are in its course curves of about one thousand yards radius. By the company's prospectus, we find that the expected traffic is estimated at 13,500 passengers, and 480 tons of goods per diem. With the view, however, of keeping our conclusions upon the comparative powers of stationary and locomotive engines on the safe side, we have assumed the traffic at 8000 passengers and 250 tons of goods per diem. It must not be inferred from this, that we imagine the former statement of traffic to be exaggerated; our intention in the reduction being solely to prove

the superiority of the stationary engine system upon the lesser amount of traffic, and *à fortiori*, demonstrate its greater eligibility for the larger quantity. For this amount of traffic, and to meet the public convenience, we assume that it will be necessary to have trains to start from each terminus every quarter of an hour, during the business part of the day; and that for the remainder, it will be sufficient to have half hour trains. We also assume the importance of the West India Dock traffic, both for passengers and goods, to be such, that it must be deemed a *sine quâ non*, that the West India Dock passengers should be conveyed with the same regularity and speed as those passing from terminus to terminus.

Rapidity of conveyance being the chief inducement for the use of railways, we consider that the time occupied on this railway, from terminus to terminus, should not exceed twelve minutes. This, if the locomotive system be adopted, would require the engines and trains to travel with a minimum velocity of thirty miles per hour, when at full speed; otherwise, the delay occasioned by the necessity of stopping at the West India Docks, would prevent the journey being performed within the above limit. At this great speed, it is highly desirable that no curve on the line should be of less than one mile radius. There can be but one opinion of the manifest advantages which would follow the enlargement of the curves on your line of railway; and we are aware that they have been adopted for the purpose of avoiding greater interference with valuable property; if, however, the width of the railway be reduced to the extent we shall suggest, these curves may be got rid of, without rendering such interference necessary.

We are aware that a highly respectable authority has stated that three lines might be sufficient upon the locomotive system, but it was added, that the width between the rails should be increased. We do not see how the increasing the width between the rails is to meet the necessities of the case, but are satisfied that it would then inevitably become still more desirable to have the curves of enlarged radii. Mr. Cubitt, having therefore, notwithstanding his proposal to reduce the number of lines, still recommended a width of forty-five feet for the railway, being, in fact, the same as that chosen by Sir John Rennie, and estimated for by him, we have assumed this width in our estimates for the locomotive system.

If the stationary engine system be adopted, we should recommend that the engines be placed at, or near to the Minories, in London, and at, or near to Brunswick-street, at Poplar, with ropes extending between these two points; leaving the spaces included between the Minories and Fenchurch-street, at one end, and between the Brunswick-wharf and Brunswick-street, at the other, (which are composed of curves of small radii), to be worked in one direction by momentum, and in the other by gravity, as at present exemplified in the London and Birmingham Railway, at Euston-square. The ropes would be wound round drums of a large diameter, and we should propose to work this line, by what is called a tail rope, that is, a rope attached to the train, by which it is drawn on the return journey; thus, in fact, a rope will be always extended the whole length of the line between the Minories and Brunswick-street, Poplar. By this arrangement, carriages can be attached or detached, at any intermediate point of the line, as well as at the terminus, upon the same principle that the trains on the London and Birmingham Railway are attached to the rope on the extension of that railway to Euston-square. Capability would thus be afforded to the company of increasing their intermediate stations, when their depot establishment is properly organised, and sufficient inducement, in point of traffic, has been ascertained to render it desirable. By means of the stationary engines and ropes disposed in the way before specified, the taking on carriages of goods and passengers at all such points as may hereafter be determined upon, can be effected without any stoppage of the intercourse between the extremities of the railway; and the extreme velocity of the rope, therefore, need not exceed twenty-five miles per hour, in order to perform the journey in twelve minutes. The practicability of attaining this velocity, is already proved by the experience of the London and Birmingham stationary engine plane, where a gradient of eighty feet per mile, and with two engines of only sixty horse power each, is travelled at a speed of twenty miles per hour; and, as the gradients on this railway would be very considerably less, the speed could, as a matter of course, be proportionately increased.

Upon this system there would be no necessity for more than two lines of rails; and if the previously assumed space were taken for the lines, the width would not exceed twenty-two feet; but we are of opinion that a greater width should be taken for two lines, and we have assumed twenty-nine feet to be essential, and have made our calculations thereon.

Having made these introductory remarks, the report then proceeds to the comparison of the relative merits of the stationary and locomotive systems as applied to this railway, the subject being arranged under the following heads:—1. Relative speed; 2. Relative working expenses; 3. Relative cost of construction. This portion of the report we may perhaps give in our next number.

Mr. CRANCHER then moved the adoption of the engineers' report; he stated that he was practically connected with railways, and experienced great pleasure in seeing that this system of stationary engine power was to be adopted—he could speak highly in its favour, as being more economical and effective than locomotive power.

Mr. ATKINS then seconded the adoption of the report; he considered that the conduct of the directors was above all praise. Their purity of intention, their perseverance through difficulties, and their zeal for the undertaking, ought to secure the cordial co-operation of the shareholders.

Before its adoption, Mr. TYERS rose to express his wish of an insight into the financial affairs of the company; he wished to know if the East and West India Dock companies had withdrawn their support or not, as at the last meeting he understood the chairman to say that those companies had promised to support this, which he, of course, took to be in a pecuniary way; now, if these companies had withdrawn their support, he took it for granted that this company could not succeed; he thought it the more desirable that the chairman should state this, as he had declined to state the pecuniary affairs of the company.

A GENTLEMAN who stated that he was interested in the dock companies, said that Mr. TYERS was labouring under a great mistake; the dock companies had never promised to give assistance to this company as a body, but individually—the shareholders did express their wish to further the objects of this company.

Mr. TYERS expressed himself satisfied on that point, but still he wished to know more about the financial state of the company, and said he should move an amendment to the adoption of the report.

His qualification to vote was here called in question, it being stated that he was in possession of only three or four shares, whilst the deed required that the voter should possess five registered shares.

Mr. TYERS appealed to the chairman, who said it would be an act of courtesy to allow him to vote, he not being qualified. Mr. TYERS then declined moving the amendment.

The resolution was then carried, that the report should be adopted. Mr. WIGRAM spoke of the advantages of the undertaking, and moved a resolution to the following effect:—"That the undertaking being of so vast importance to all classes and interests, and of so great advantage to the shareholders of the company, the proprietors do press upon the direction the great advantages of its speedy termination;" which was seconded by Mr. Stock, and carried unanimously.

Thanks having been voted to the chairman and directors, the meeting adjourned.

LONDON AND BRIGHTON RAILWAY.

The first annual general meeting of the proprietors in this company took place on Thursday, at the London Tavern, pursuant to advertisement. At the hour appointed our reporter presented himself for the purpose of taking a report of the proceedings, for insertion in our Journal of this day, but was not permitted to attend—the cause of which we have yet to learn. We, however, present the Report of the Directors read at the meeting:—

REPORT.

At this, the first general meeting of the company, your directors have the pleasure of submitting to you a statement of their proceedings since the passing of the act incorporating the company, which received the royal assent on the 15th of July last.

The route of this line of railway is so well known, that it may be hardly necessary to state that it commences at the foot of London Bridge, adopts a part of the Greenwich and Croydon Railways, proceeds from thence to the east of the town of Croydon, passes by Merstham, Reigate, Horley, Balcombe, and Cuckfield, through Clayton and Patcham, and terminates at Church-street, in the centre of the town of Brighton.

In prosecuting the duties of their office, the first object of your directors was to afford all the facilities in their power to the subscribers to the several companies named in the Act of Parliament to associate in the undertaking, and register their shares in the incorporated company; and your Directors are happy in being enabled to state that the subscribers to the several companies have manifested their anxiety to avail themselves of the privilege of thus becoming proprietors in this undertaking.

The number of shares at present actually registered is 26,172, and the number for which applications to register have been made, and the proprietors of which will be registered on payment, before the 26th inst., of their proportion of the expenses incurred previous to the 13th of June last, is 7901—making a total of 34,073 out of the 36,000 shares, forming the capital of the company.

The next object of your directors was to make the necessary preparations for the commencement of the works of the railway, and they accordingly

instructed their engineers to make out the working surveys, levels, and estimates; and, for the satisfaction of the proprietors as well as of themselves, they obtained the assistance of Mr. Locke, the eminent engineer, who personally examined every part of the line, and investigated the estimates, and whose report, as well as those of the company's engineers, have been already communicated to you. From these reports it appears:—

That this line of railway is the best that can be obtained between London and Brighton.

That the works do not exceed those that have been successfully accomplished on other railways.

That the material through which it passes is very favourable for the execution of the works.

That the costs of executing the main line and branch to Shoreham, exclusive of the land, will not exceed 920,000l.

That the railway may be opened to the public within three years from the commencement of the works, and that contractors would undertake its completion for that amount, and within that time.

To this sum of 920,000l. are to be added the land, buildings, stations, and every contingency, amounting to 200,000l.—making a total of 1,120,000l. necessary to complete the main line and branch to Shoreham.

Your directors would now advert to the income to be derived from the undertaking, which has been so fully investigated before the committees of both Houses of Parliament. By the evidence there given, it appears that if the traffic on the railway be only double what it now is, which is a low estimate, the gross income will be 305,000l., from which must be deducted the annual expense, amounting to 50l. per cent., which will leave a net income of 152,500l. to be divided amongst the proprietors; but your directors confidently believe that a railway communication between London and Brighton will much more than double the present traffic; as has been proved to be the case with other railways, and that the present undertaking will prove a profitable and safe investment for capital.

It must also be remembered that the Brighton Railway is differently circumstanced from almost every other in the kingdom, as it is principally a passenger line, which is well known to be the most profitable; and it is on these grounds that your directors have always been anxious that the terminus should be where they will afford the greatest accommodation to passengers; and this has been effected by one terminus being at Church-street, Brighton, near the centre of the town, and the other at the foot of London Bridge.

In consequence of the expenses incurred previous to the 13th of June last having been borne by each of the then companies, the expenditure of this company, since that period, has been small; and as your directors have at present received no moneys under the authority of the act, these expenses must be included in the next half-yearly account.

In closing this report, your directors are anxious to state, that considering the unparalleled investigation which this railway has undergone, its recommendation by the military engineer appointed by government, and its approval by Mr. Locke, sanctioned by a registration rarely, if ever equalled, either in numbers or respectability, they cannot entertain a doubt but that the undertaking must prove highly beneficial to the proprietors, and advantageous to the public at large.

It now only remains for the directors to congratulate the proprietors upon the present favourable position of the company, and they strongly recommend that the works should be carried on with the utmost vigour and dispatch. In going out of office, they cannot but feel grateful for the confidence that has been placed in them, and beg to remind the meeting that, pursuant to the Act of Parliament, twenty directors are now to be appointed.

JOHN HARMAN, Chairman.

CHELTEMHAM AND GREAT WESTERN UNION RAILWAY COMPANY.

A numerous and respectable meeting of the inhabitants of Cirencester was lately held in that borough, to receive a report from the directors of this railway, on the present position of the company, and of their intended plan of operations, as regarded the town of Cirencester in particular. The following resolutions were unanimously passed:—

1.—That the plan of operations determined on by the directors of the Cheltenham and Great Western Union Railway Company, appears extremely judicious, as providing for the public convenience, and a return to the shareholders at the earliest period.

2.—That the greatest advantages may be reasonably anticipated to this town from an undertaking that will, in conjunction with other railways in actual progress, afford communication by railway with nearly every part of England; that the completion of the line to Cirencester, in the first instance, constituting this town the only depot, for a time, of all the traffic between Gloucestershire and London, will be an incidental advantage of great value; and that every support and co-operation in this town and neighbourhood, in the promotion of this object, is due to the company.

NORWICH UNION FIRE-OFFICE.

The annual general meeting of the proprietors of this society took place at the office in Surrey-street, Norwich, on Tuesday last. The object of the meeting was to submit to the proprietors the annual accounts as prepared by the auditors, and to declare a dividend on the shares.

E. T. BOOTH, Esq. (president), in the chair.

The SECRETARY (Mr. Bignold), read over the cash accounts, the investment of the funds, &c., adding, that the whole results, as then submitted to the shareholders, had been most carefully collated with the books by the auditors, who had authorised him to state their entire satisfaction at the mode of conducting every branch of the accountant department.

The PRESIDENT then drew the attention of the proprietors to the favourable results of the society's business, producing in a period of sixteen years a steady stream of prosperity, which had yielded to the parties insured (and the total number now amounted to nearly 70,000) handsome periodical returns, without involvement or risk of any sort whatever, and to the proprietors, by whom the whole of such risk was undertaken a liberal per centage on their capital. The proprietors dividend for the present year was stated to have been fixed at 10l. per cent., but this, the president remarked, was not the only advantage to the holders of shares, as, concurrently with a liberal dividend, there was set apart, agreeably to the provisions of the deed of settlement, a sum equal to what had been divided. This sum now amounted, with accumulated interest, to 31,416l., and with other reserves belonging to the proprietors in the general assets of the society, raised the value of their paid-up capital 50l. per cent. The president next adverted to the magnitude of this establishment, its business, English and foreign, amounting to upwards of 54,000,000l., and the yearly income from premiums of insurance to nearly 74,000l. Whilst the retrospect in this great and important undertaking presented nothing but the most satisfactory results, the president cautioned the proprietors against indulging in too sanguine views for the future; but to this, he said, he could pledge himself, that no care or vigilance on the part of the managers, one and all, should be wanting to ensure a continuance of prosperity.

Lieut.-Colonel HARVEY (the vice-president) next addressed the court, remarking that, with an increased business, the office expenses had diminished, which was a satisfactory state of things. He heartily congratulated the proprietors, and the Norwich public, on the existence of so important a concern in this our good old city, where, he trusted, they might long witness its career of usefulness and prosperity.

W. RACKHAM, Esq., of St. Giles's, observed that the events of the day must be most grateful to the feelings of all parties concerned, and he begged to propose a resolution, which he felt was well merited, and doubted not of its receiving the unanimous approval of the members. Mr. R. then submitted the following resolution:—"That the cordial thanks of the proprietors be given to the directors, auditors, and officers of the society, for their great attention to its concerns, by which the present high, and, in the past experience of the society, unparalleled state of prosperity had been secured."

The Rev. Dr. SUTTON, heartily concurring in the sentiment so well expressed in this resolution, begged to second it.

The PRESIDENT having acknowledged the compliment, the meeting separated.

ST. KATHARINE DOCK COMPANY.

On Tuesday last the annual meeting of the proprietors of shares in this commercial undertaking was held at the Dock House, Tower-hill, for the purpose of declaring a dividend, and on other affairs.

THOMAS TOOKER, Esq., in the chair.

The CHAIRMAN stated that the object of the meeting was to consider and declare the amount of dividend upon the capital stock of the company for the half-year ended 31st December. The state of the concern, he was happy to say, could not fail to be highly satisfactory to the proprietors. The balance, according to the accounts on the table, on the 1st of January last, was 78,471l.; whereas the balance brought forward on the first of the present month was 101,187l. showing an increase of 22,715l.; and after making provision for the payment of 8440l., the amount of one quarter's interest upon the debentures chargeable, but not payable until the 5th day of April next, the surplus balance applicable to dividend was 92,747l. Under these circumstances the directors considered it expedient

to recommend an increase of dividend, which, for the last half-year, it was proposed should be 2½ per cent., being at and after the rate of five per cent. per annum, after payment of which the surplus disposable balance to be carried forward would amount to 58,927l. 4s. 9d. The state of the foreign trade of the port of London during the last year, as compared with the previous year, had considerably increased. The returns for the two years were as follow:—

SHIPS WITH CARGOES THAT HAD ENTERED THE PORT OF LONDON FROM FOREIGN PORTS IN 1836 AND 1837.

BRITISH.		FOREIGN.		TOTAL.	
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1836...3500	766,010	1449	249,080	4949	1,015,090
1837...4058	818,179	1530	236,662	5588	1,054,841

Showing an increase in the British ships of 558, and tons 52,169; and in the foreign ships, eighty-one ships, but (from diminished burden) less in tonnage 12,418 tons, making, however, a total increase of 639 ships and 39,751 tons in the foreign trade; and in the coasting trade with London an increase, in 1837 over 1836, of 1605 vessels, and 154,670 tons register, making the total increase together 2244 ships and 194,421 tons register. The St. Katharine's Docks had participated in the improvement, the number of loaded ships that entered the docks last year, as compared with 1836, having increased forty-two and 10,870 tons register; and, when compared with the year 1835, the augmentation had been 115 ships and 26,493 tons register. The goods landed during the past year had also increased in quantity, but more especially the number of tons in warehouse, which on the 31st Dec., 1835, was 45,072 tons; on the 31st Dec., 1836, 51,600 tons; and on the 31st Dec., 1837, 60,758 tons; showing an increase of stock in 1837, over 1836, of 9,146 tons; and, as compared with 1835, of no less than 15,686. It would, therefore, be seen that the docks were in a progressive state of improvement, and also that the court had not determined upon recommending the present increase of dividend until the annual net profits of the concern had during three successive years exceeded the amount of dividend per annum now proposed. The Chairman said it was most satisfactory to find that, notwithstanding the commercial convulsions during the last year, the trade of the port of London has considerably increased. The dock had partaken in a considerable degree of the East India and China trade, especially since the company had been in possession of the warehouses of the East India Company in Cutler-street, where the stock of teas had greatly increased, though the importation from China in the past year had fallen off. The number of packages of teas in those warehouses at the close of 1837, amounted to 169,563. It was intended to remove the silk goods to the up-town warehouses in all cases where the importers required it.

The question was then put, and the dividend for the last half-year was agreed to.

Thanks having been given to the chairman, deputy chairman, directors, and to Sir John Hall, the secretary, for their zealous attention to the affairs of the company in the past year, the meeting adjourned.

RAILWAY INTELLIGENCE.

LIVERPOOL AND MANCHESTER RAILWAY.—The annual meeting of the proprietors of this railway, will be held on Wednesday next.

GREAT NORTH OF ENGLAND RAILWAY.—This undertaking, we are glad to hear, is making considerable progress. The directors have decided in favour of the plan of Mr. Green, architect, of Newcastle, for the bridge across the river Ouse, near York. It is to be commenced immediately.

GRAND CONNECTION RAILWAY, FROM WORCESTER TO WOLVERHAMPTON.—The shareholders in this undertaking residing at Bristol, Gloucester, Cheltenham, and some other places, having expressed a desire that the accounts should undergo an examination, a meeting of shareholders was held in Gloucester, on Saturday last, to consider what steps should be taken for that purpose. Charles Church, Esq., was called to the chair. After considerable discussion, a committee was appointed, with instructions to apply to the provisional committee at Worcester, for a statement of accounts. We understand, that after some previous communication, a deputation proceeded to that city on Thursday, where they had an interview with the solicitors to the undertaking; but, as we are not in a situation to give precise details, we shall only add that we have heard that it is not improbable that a general meeting of the shareholders will be called.—*Gloucestershire Chronicle*.

GREAT WESTERN RAILWAY.—We have much gratification in informing our readers that, during the past week, the first trial of the locomotive engines has been made upon a portion of this railway at the London end, and with a most satisfactory result. The object of the trial, was to prove the rails, and most satisfactory was the result, both as to the increased width of gauge, and the use of continuous bearers of Kyanised wood, confined by piles, on which plan the line is constructed. A maximum speed was not attempted, as, on so short a piece, the momentum would no sooner be attained than it would require to be lowered, in preparation for stopping the engine. A speed of forty-five to fifty miles per hour was attained; and when the engines are run, as they will be either next or the following week, on an eight or ten miles length, there is no doubt they will as easily run at a very much higher speed.—*Bristol Mercury*.

RAILROADS IN SCOTLAND.—The Dundee and Arbroath Railway. An Act of Parliament was obtained in 1836, for the formation of this railway, which is considerably advanced, and will be completed in 1838. Its length will be nearly sixteen miles and three quarters, and the capital required 99,844l.—The Glasgow, Paisley, and Greenock Railway, for the formation of which an act was passed in 1837. Commencing from the south end of Glasgow Bridge, it will proceed to Paisley; and, running nearly parallel to the Clyde, with a branch to Port Glasgow, the line will terminate at Greenock, near the harbour. The estimated expense is 393,000l.—The Glasgow, Paisley, Kilmarnock, and Ayr Railway. The line from Glasgow to Paisley, is intended to be common to, and to be executed at the joint expense of the Glasgow and Greenock, and the Glasgow and Ayr Railway companies. Near Dalry, it will separate into two branches; one running direct to Kilmarnock, and the other passing by Kilwinning, where it joins the Ardrossan Railway—Irvine, where it communicates with the town and harbour—Troon, joining the Kilmarnock and Troon Railway, and terminating on the quay at Ayr. An act was obtained for this railway in 1837. The estimated expense is 659,000l.—*Oliver and Boyd's New Edinburgh Almanack*.

ACCIDENTS ON THE HAYLE RAILWAY.—On Thursday week, the engine at the head of the inclined plane leading into Portreath, was employed in letting down waggons laden with rubbish, which were emptied over the embankment at various points. While one of the trains was descending, owing to some mismanagement, it overpowered the engine, and ran to the bottom with terrible velocity. The waggons were shivered to pieces, and the engine sustained great damage. On the same day the engine-rope was extended along the line and attached to a new wagon which had just been landed from Liverpool, to take it to the top of the hill; when, notwithstanding the recent accident, several men and boys had the temerity to get into the wagon. "All right!" was echoed along the line; the engine commenced working, and all went well until the wagon had reached to within about twenty yards of the top; when some of the gear suddenly snapped. The wagon paused for a moment before it made its retrograde movement; the men within it desperately threw themselves over its sides, in doing which they fell on their faces, and before they again found their legs, the wagon was at the bottom of the hill, and, as in the former instance, shivered to pieces. Some labourers were standing along the line, who describe its rushing by them as most terrific. Such was its velocity that on reaching the end of the line, it ploughed up the ground to a depth of eighteen inches, and, coming in contact with a heap of granite blocks, weighing little less than three tons, it bounded over them to a height of fifteen feet, and fell in fragments on the opposite side. Had it not been brought up by these blocks, it would inevitably have run through the opposite houses, burying their inmates beneath their ruins.—For several days past, the locomotive engine stationed on this line of railway, has been employed in bringing up sand from Hayle, taking about thirty tons each trip, with which she dashed on in gallant style. On Monday week, as the train was returning to Hayle, an accident somewhat similar to those described above, took place. In descending the inclined plane at Angarrick, the conductors did not pay sufficient attention to the drags; a run took place, in consequence, and a train of three waggons ran down with tremendous velocity. At the bottom they came in contact with another wagon, which had been previously laid down; when the concussion was so great that one of the conductors is said to have been thrown out of one wagon into the other, which was propelled to Hayle, upwards of a mile off, at the rate of at least an hundred miles an hour. The man has received several cuts and contusions, but fortunately is not seriously hurt.

THE PATENT SAFETY FUZE,
for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camberne Cornwall.

FUOL AIR EXTRACTING MACHINES.—The Public are informed the Foul Air Extracting Machines, invented by Captain WARRINGTON, are manufactured by Mr. ROBERT TURNER, Union Rolling Mill, Creescent, Birmingham, to whom all letters (post paid) will be duly attended to.

WHEAL MARY CONSOLS, ST. NEOT'S, CORNWALL.—Notice is hereby given, that a CALL of Twenty Shillings per Share, payable at Messrs. Hodge and Norman's, Bankers, Devonport, in Two Instalments, viz., Ten Shillings on the 1st of February, and Ten Shillings on the 1st March next, is this day made on the Shareholders. By order of the Directors.
Dated Jan. 11. J. POWNALL WILLIAMS, Sec. & Pur.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.
8, King William-street, City 25, Regent-street, London.
D'Olier-street, Dublin Princes-street, Edinburgh.
CAPITAL—ONE MILLION.
WILLIAM DAVIS, Esq., Chairman.

W. Cory, Esq., Dep. Chair. Colonel Chris. Hodgson W. J. Richardson, Esq.
Lawrence Dorgan, Esq. Henry Lawson, Esq. Frederick T. West, Esq.
William Gunston, Esq. J. Barrett Lennard, Esq. George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.
Age of the assured in every case admitted in the policy.
Premiums may be paid Half-yearly or Quarterly.
Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d. 1 0 4	£ s. d. 1 5 5	£ s. d. 1 10 6	£ s. d. 1 15 7	£ s. d. 2 0 8
30	1 6 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,
W. WRIGHT, Secretary.

PUBLIC COMPANIES.

MEETINGS.

Imperial Life Office	Sun-court, Cornhill.	Jan. 24	2.
Duke of Cornwall's Harbour	London Tavern	25.	1.
General Mining Association	52, Old Broad-street	25.	1.
Colonial Bank	City of London Tavern	25.	1.
National Life Association	Office of the Company	26.	1.
British Copper Mining Company	George and Vulture	26.	1.
Candonga Mining Company	8, Nicholas-lane	29.	1.
Copiapu Mining Company	Office	29.	1.
United Mexican Mining Association	13, Old Broad-street	31.	1.
Brazilian Company (Conceição)	Office	Feb. 1.	1.
Law Life Assurance	Office	2.	12.
Eastern Counties Railway	London Tavern	6.	1.
Birmingham and Derby Junction	Birmingham	8.	12.

CALLS.

Midland Counties Railway	51.	Jan. 20.	As former calls.
Wheal Gilbert Mining Company	55.	23.	Hore, Lond.; Grylls, Redruth
Union Bank of Australia	24.	Feb. 1.	Glyn, Halifax, and Co.
London and Brighton Railway	34.	1.	Hankey & Co.; Smith & Co.
York and North Midland Railway	61.	20.	Barnett and Hoare, York.
Rhymney Iron Company	51.	April 12.	Glyn, Halifax, and Co.

DIVIDENDS.

Alliance Marine Insurance	6s. per share and bonus 4s.	Jan. 22
Wicklow Copper Mine Company	10 per cent. for half year	Feb. 1
Mining Company of Ireland	6 per cent. per annum	
West Cornwall Mines Investment Company	1s. 6d. per share.	

NOTICES TO CORRESPONDENTS.

Several favours necessarily stand over.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, JANUARY 20, 1835.

SECOND EDITION.

Saturday, Two o'Clock.

We have only time to report that an application was made to the Court of Common Pleas this day, in the action *PIKE v. ENGLISH*, to nonsuit the plaintiff. Mr. Serjeant TALFOURD having stated the grounds on which the application was made on the part of the defendant, and no instruction having been given to plaintiff's counsel to oppose the same, the Court granted the application.

The late hour prevents any comments, but the announcement will, we doubt not, be satisfactory to our friends and subscribers.

We last week adverted to the report of the directors of the "Mining Company of Ireland," from which it appeared that during the past half-year a profit of 9140*l.* 13*s.* 7*d.* had been made, and which, after allowing the large sum of 4687*l.* 13*s.* 8*d.* being appropriated to new works, enabled the directors to declare a dividend of 6 per cent. for the half-year on the paid-up capital.

We this week present to our readers a statement of ores raised and sold from the mines of Ireland, which we have briefly noticed in another place; but we may be allowed here to remark more at length on the great importance which is to be attached to the successful issue of mining operations in the Sister Isle, while it is gratifying to find that the motto of the company—"Industry, economy, and perseverance"—has been attended with that success which may, in most instances, be anticipated in mining operations where prudence is observed, and efficient agents employed in carrying into effect the objects of the company.

It is not only satisfactory to find that this company is prosperous, with reference to the return made on the capital embarked; but it is highly gratifying to know that the capital so employed has been the means of affording employment to thousands who might otherwise have been in a state of destitution. It is not our object, on the present occasion, to observe on the various ramifications through which the benefits derived by working the mines of Ireland may be said to flow, but we cannot avoid directing attention to the circumstance, that ten or twelve years since, with perhaps one or two exceptions, Ireland might be said to be unknown as a mineral country, and therefore it is surprising so much progress should have been made as that which we have the sincere pleasure of noticing in our present Number. No longer has that country now to sue for the assistance of the English capitalist in discovering its mineral resources; the successful results attending the Allibies mine (whose produce for the past twelve months has been 4835 tons, yielding an average price of 8*l.* 19*s.* giving a gross

amount of 43,278*l.* 5*s.*), was sufficient evidence that it was rich in mineral wealth, but enterprise was alone wanting to develop it and profit by its working. The further success of the Knockmahon mines, in the county Waterford, the produce of which was 5061 tons, at an average price of 8*l.* 0*s.* 3*d.* per ton, yielding a gross amount of 40,567*l.* 17*s.* 0*d.*; the Cronebane and Tigrany, worked by the Messrs. WILLIAMS, in the county of Wicklow; the Ballymurtagh, in the immediate vicinity, the property of the "Wicklow Copper Mining Company" who have lately announced a further dividend for the half-year of 20 per cent. per annum, and which latter mine gave a produce of upwards of 23,000*l.*, and the lead mines in county Clare—these alone hold out inducement to the capitalist, who may now, with a greater degree of confidence, embark his capital in Ireland than he could have done some years since. The circumstance alone of gentlemen intimately associated with the mining interest of Cornwall directing their attention to the mines of Ireland, requires no comment to deduce its importance.

The "Mining Company of Ireland," to which we have made reference, is, we believe, the only Irish Mining Company whose proprietors are principally of the Sister Isle. Some shares are, we know, held in this country, but through good and evil report, we believe Ireland is indebted to Irishmen, in this solitary instance, for the support afforded it by this Company. Of the numerous other companies—the "Wicklow Copper Company" excepted, and whose operations are, we believe, confined to the Ballymurtagh mine—none can be considered to have made any progress beyond that of expenditure of the money of the subscribers—need we name the "West Cork," the "Arigna," the "Hibernian," or the "Royal Irish Mining Company," to illustrate our position? we consider not; and to enter into the history of these Companies, is, we fear, only to excite painful recollections, without any corresponding benefit which could arise to Ireland from the exposure of the mismanagement or fraud which may have attended their proceedings.

In our late Numbers have appeared portions of a series of Tables made up to the close of the past year, which have been prepared for the purpose of illustrating the importance of the Mining interests, and the endeavour of exciting that attention which they demand from the Government of this country, to whom communications have been already addressed, with copies of the tabular statements. In our Journal of last week we presented an account of the Copper Ores raised and sold in Cornwall by public ticketing, from which it appeared that 143,089 tons (21 cwt.), yielding an average produce of 8, and giving an average price of 5*l.* 15*s.* 6*d.* per ton, had been raised in the past twelve months—the total amount of sales being 822,516*l.* This, it may be observed, has reference to the produce of Cornish mines alone, and does not include the ores yielded by the mines of Ireland. We have in our present Number given a table of the produce of the mines of the Sister Isle, from which it will be seen that the quantity of Copper Ore for the year 1837 was 22,325 tons, yielding an average price of 5*l.* 13*s.* 3*d.* per ton, and giving an aggregate amount of 126,391*l.* 8*s.* 8*d.*

To the produce thus acquired from Cornwall and Ireland, is to be added that obtained from the several mines, the ore of which is not sold at public ticketing, and therefore not included in our table—while the large quantity of foreign ores imported and smelted in this country is an important subject for consideration, the returns being 14,510 tons. It is not our intention on the present occasion to make any further remark than to direct attention to the magnitude of our mining operations, and trust that our exertions and desires to see the Mining interest properly represented and upheld by the Government of the country, and supported by this great commercial city, will be attended with success.

The statement in another column, of the extent of purchases made by the copper buyers or smelters at the Cornwall and Welsh ticketings, will give some idea of the extent of business transacted in one locality alone, and is, indeed, well calculated to excite astonishment with those who are not intimately connected with mining affairs. The total quantity of ore therein reported, as purchased by eleven houses or Copper Companies, amounts to 181,180 tons (21 cwt.), giving a produce of fine copper of 16,150 tons—the amount of purchases in money being 1,199,061*l.*, or on average 6*l.* 12*s.* 4*d.* per ton.

When to this result, as the production of one branch of mining industry, we add our Lead mines, roughly estimated by Mr. JOHN TAYLOR, in the *Mining Review*, at 46,112 tons annually, and this, exclusive of the Coal-fields and Iron mines in the kingdom, the importance of the Mining interests will, we doubt not, be justly estimated, and others will be induced to lend their aid in promoting those objects which we have so oft advocated through the columns of the MINING JOURNAL.

We suggested in our Number of last week, that an opportunity now presents itself for the establishment of a Mining College, by apportioning a part of the new building to be erected on the site of the "Royal Exchange" to that purpose; and having, as we then noticed, put ourselves in communication with the Government and Civic authorities, we await with some interest the results which may attend our applications, of the success of which we are very sanguine.

It is pleasing to be able to state that we have received during the past week several communications expressive of the desire of many closely associated with the Mining interests to lend their aid, but as all must be dependent on the resolution of the committee who may be appointed to carry into effect the views of the GRESHAM committee, the "Mercers' Company," and the "Corporation of the City of London," we must await their decision ere we can proceed further; in the interim, however, it will be found we shall not have been idle in our endeavours to effect so desired an end.

We have lately, on more than one occasion, alluded to the improved state of the Share Market, and to the incipient speculation which was beginning to manifest itself, more particularly in Railway property. That such should be the case was natural and reasonable—for a long period property of this description had experienced an undue depreciation—had fallen from a high, but

fictitious value, to one which, however low and inadequate, was scarcely more than nominal, in consequence of the little business that was done, and the few sales that could be effected. Under these circumstances, a degree of improvement, corresponding with that perceptible in the general aspect of commercial affairs, was no less just than desirable, and we accordingly noticed it with satisfaction, although not without those cautions which we rightly conceived were rendered necessary, and would alone prevent a speedy reaction from taking place.

Such a reaction, we regret to observe, has already commenced—some of the leading railway shares having been unduly "worked" by interested parties, have slightly receded in price—and altogether the market is not so firm and healthy as we could wish to see it. Speculation has not yet, however, proceeded to anything like excess; and the present check may be made the means of avoiding far more serious consequences in future, should it be looked upon in its proper light, and should the interval allowed for reflection be employed judiciously by those who are disposed to invest their capital in property of this description. A correct appreciation of the real value of railway property is, we conceive, at the present time, a most important desideratum, and can alone prevent those extreme fluctuations which must be alike injurious to individuals and detrimental to the extension of this novel and important system of communication, fraught, as we believe it to be with national advantage, and, if judiciously carried on, furnishing at the same time a most desirable channel for investment.

Here, then, is the great principle which we would, on the present occasion, impress on the attention of our readers—to form some idea of the actual value of railway shares, both relative and prospective, and to be strictly guided by this value in all their transactions. It may be said, and we admit with some show of justice, that the intrinsic value of railway investment is as yet almost unknown, and that no correct standard can yet be fixed upon. Granting that much uncertainty must at present exist on the subject, we would, however, express our conviction that the means are readily attainable of forming a very valuable approximation, and that such approximation is infinitely preferable to acting without any guidance or settled principle whatever—in fact, to allowing the shares to fluctuate at the entire mercy of private jobbers or of public caprice, as was the case a couple of years ago.

We have spoken of the actual value of railway property, and of the necessity of estimating it by some fixed standard; perhaps on this subject some further remarks may not be misplaced, as the means of forming a correct opinion on the subject may appear wanting to many of our readers. If we look at the vast number of railway undertakings which are now in operation, or in various stages of progress, we may select some few which are actually completed, and are now in an active and productive state. Four of these great works we can at once name, and others may at no distant time be added to the number. In the north of England we have the great prototype of the present railway system—the "Stockton and Darlington Railway," which has now been for many years in active operation, and paying a fair dividend on the capital expended. Next in point of date is that grand work, the "Manchester and Liverpool Railway," the great theatre of practical experience in this mode of internal communication, and from its marked success, the model of all succeeding works of the kind. This railway has been seven or eight years in operation, and, notwithstanding its enormous cost, has been enabled, by an unrivalled local situation, to pay a fair rate of interest on the capital expended. In conjunction with this line, we may name the "Grand Junction Railway," which has now been opened rather more than six months, and although probably falling far short of its ultimate amount of traffic, is already in condition to pay a handsome dividend to the shareholders. In the immediate vicinity of the metropolis, we have the "London and Greenwich Railway," as yet incomplete, and unfortunately struggling with peculiar difficulties, yet still enabled, by its receipts, to pay a moderate amount of interest to the shareholders.

Here, then, are materials for the railway speculator to work upon—here are data which, without pretending to precision or perfect accuracy, will at least rescue him on the one hand from exaggerated expectations which must shortly end in failure and disappointment, and on the other from that miserable depreciation of property, which is equally productive of individual loss and of permanent injury to the undertakings whose value we are now considering. From such sources as we have pointed out, and from them alone, can any judgment be formed on which reliance can be placed.

We might, perhaps, be expected to proceed still further with the subject, to enter into the financial details of the undertakings to which we have alluded, and to deduce from thence those comparative results on which so much stress has been laid in the present article. This, however, is by no means our intention—while we feel it to be a duty to point out correct principles, at the season when they can be most usefully applied, and to protest against that recklessness of speculation which must sooner or later end in ruin and depreciation, we claim not to be the arbiters of property, nor would we incur the moral responsibility of influencing its value more directly than by references, such as we have now made, to sound and admitted general principles.

In inquiries of the kind we have pointed out, the prospective amount of capital required is an important subject for consideration, and fallacious as engineering estimates have too frequently been found, it will be well to consider the results of past experience, before giving implicit faith to those which are as yet unproved, more especially in cases where difficulties of unusual magnitude have to be encountered. A wide distinction should also be made between real and fictitious capital—between the amount actually subscribed, and that which may be represented merely by premiums on shares, for a concern which may realise a fair profit upon the *bond fide* expenses attending it, may yield a very inadequate return for the high and unwarranted premiums which are often given.

In making the above remarks, we feel assured that our senti-

ments with respect to railways have been too frequently and too strongly expressed, for our object to be misunderstood. As the real friends of these great undertakings, we have merely stepped forward at the present time to offer such advice as is consistent with their own permanent welfare, and no less essential to the interest of those whose capital is embarked in them.

THE FUNDS. CITY, FRIDAY EVENING.

The business of the past week has partaken of that general buoyancy which we had calculated on, the payment of the dividends having caused an influx of money in the market, and the account-day having passed over without any defalcation. Some considerable purchases of stock, both for money and the account, have since taken place. The measures proposed with reference to the Canada question, have also tended to give confidence to the market, and hence a rise in Consols of $\frac{1}{2}$ per cent. since our last quotations; and, although they have suffered a slight reaction, the market may be said to close at from 91 $\frac{1}{2}$ to 91 $\frac{3}{4}$. There is, however, no continuation, and the opinion appears to be very generally entertained, that the jobbers are not sanguine of the present prices being sustained; this, however, is by no means certain, and the steady advance which has taken place justifies a different conclusion being arrived at.

It will be seen, by reference to our quotations for the past few weeks, that the highest price at which Consols have been for the last two months, was 94 $\frac{1}{2}$ 2 $\frac{1}{2}$ ex-dividend, and that at which they have been done this week is 91 $\frac{1}{2}$ ex-dividend, being a difference in price of only 1 per cent., although a fall to the extent of nearly 3 per cent. has, in the interim, taken place. Exchequer Bills are still quoted at 54 56, having undergone a slight variation in the course of the week. India Bonds are also called 50 52 pm.

In the Foreign Market, the price of Bonds has generally advanced, although without any apparent cause, but the abundance of money, which early in the week caused a general rise.

The Railway Share Market, after having partaken of the general excitement, and prices being raised beyond the most sanguine anticipations of the holders in many of the undertakings, in the absence of anything which could justify the rise, have again become slightly depressed. This market undergoes changes which it is difficult to account for, except in some few instances, by the shares being held in a few hands, and thus, any demand created has its effect on the price of the Shares. London and Brighton Shares, we may observe, have, within the last six weeks, risen from 2 $\frac{1}{2}$ per share to 8 $\frac{1}{2}$, or, in other words, the shares of the company, 34,000 in number, which were valued at 85,000 $\frac{1}{2}$, have this week been estimated at upwards of 280,000.

In consequence of the navigation of the river being so greatly impeded by the ice, little or no business was done in the Coal Market.

Consols closed at 91 $\frac{1}{2}$ 2 $\frac{1}{2}$. The Three-and-a-half per Cent. Reduced Annuities 99 $\frac{1}{2}$, and the New Three-and-a-half per Cent. 99 $\frac{1}{2}$. Bank Stock is 205 money. The premium upon Exchequer Bills rules at 54 56. India Bonds marked are 50, those not marked are 13 15 premium. Portuguese New Bonds 29 $\frac{1}{2}$, and the Three per Cent. ditto 19 $\frac{1}{2}$. Spanish Bonds, with May Coupons are 19 $\frac{1}{2}$ 2 $\frac{1}{2}$, and ex 19 $\frac{1}{2}$. Brazilian Bonds 72. Danish Bonds 73 $\frac{1}{2}$. Dutch Stock 52 $\frac{1}{2}$, and the Old Fives 101 $\frac{1}{2}$.

Great Western Railway Shares are 13 $\frac{1}{2}$ 14 premium. London and Brighton 1 $\frac{1}{2}$ pm. Birmingham 72 pm. Greenwich 2 $\frac{1}{2}$ 3 discount. In Banking Shares, Canada 31 ex-div., and National Provincial Bank of England 1 $\frac{1}{2}$ dis. General Steam Navigation 10 $\frac{1}{2}$ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91 $\frac{1}{2}$ 2 $\frac{1}{2}$; Exchequer Bills, 54 56 pm; East India Bonds, 51 53 pm; Dutch Five per Cents., 101 $\frac{1}{2}$ 2 $\frac{1}{2}$; Ditto Two-and-a-half per Cents., 52 $\frac{1}{2}$ 2 $\frac{1}{2}$; Portuguese Five per Cents., 29 $\frac{1}{2}$; Ditto Three per Cents., 19 $\frac{1}{2}$; Railways:—Brighton, 6 $\frac{1}{2}$ 7 $\frac{1}{2}$ per share; Great Western, 13 $\frac{1}{2}$ 14 pm; London and Birmingham, 72 74, New, 23 24 pm; Southampton, 38 39 per share; New, 14 $\frac{1}{2}$ 16 $\frac{1}{2}$ pm.

LONDON, JAN. 19.—All metals are exceedingly firm at the prices quoted; tin having a slight tendency to advance, the stock of foreign being reduced to about 100 tons.

TRURO, JAN. 18.—Average standard, 117 $\frac{1}{2}$ 12s.—Average produce, 6 $\frac{1}{2}$ —Average price, 5 $\frac{1}{2}$ 6s. 6d.—Quantity of ore, 1952.—Quantity of fine copper, 129 tons 3 cwt.—Amount of money, 9,821 $\frac{1}{2}$ 4s. 6d.—Average standard of last sale, 108 $\frac{1}{2}$ 18s.—Produce, 9 $\frac{1}{2}$.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 9th inst., is as under:—Gold coin to British West Indies, 125 oz.; New South Wales, 177 oz. Silver, New South Wales, 2600 oz.; Rotterdam, 14,282 oz. The annexed was the exportation for the week ending the 13th inst.:—Gold coin to the West Indies, 125 oz.; New South Wales, 177 oz. Silver, New South Wales, 2600 oz.; Rotterdam, 14,282 oz.

IRON TRADE.—The quarterly meeting of the iron masters, and others connected with this staple trade of this district, took place last week, and the reports were universally of a favourable character. Several large orders are in the course of execution, and the prices appear to have fully recovered the temporary depression which they lately suffered. The accounts from other districts are of an equally healthy description.—*Wolverhampton Chronicle*.

COPPER ORES.

A statement of the copper companies purchases of ores at the Cornwall and Welch ticketings for the year 1837:—

	Ore (21 cwt.)	Fine Copper Tons.	Amount of Money.
Mines Royal Company	11,333	1036	75,490
English Company	4,627	342	24,627
Vivian and Sons	38,536	3415	250,117
Freeman and Co.	17,705	1533	112,844
Grenfell and Sons	26,833	2403	177,362
Crown Co.	12,150	1051	81,624
Nevill, Sims, and Co.	14,509	1123	83,485
Williams, Foster, and Co.	47,966	4675	347,651
Benson, Logan, and Co.	1,966	127	9,243
Glascott Brothers	3,853	335	25,434
Vigurs and Co.	1,702	110	8,184
Total	181,180	16,150	1,199,061

PRODUCE OF MINES IN IRELAND, WITH AMOUNT OF SALES AND AVERAGE PRICE PER TON.

Mines.	Tons.	Amount.	Average Price.
Allihies	4835	43,278 5 0	8 19 0
Knockmahon	5061	40,567 17 0	8 0 3
Ballymurtagh	7130	23,226 7 6	3 5 1
Cronebane	2748	9,244 16 8	3 16 0
Tigrony	1307	6,215 4 0	3 16 0
Connoree	967	2,815 14 6	2 18 0
Ballygahan	219	760 4 0	3 9 5
West Cork	58	283 0 0	4 17 6
Total	22,325	126,391 8 8	5 13 8

THE WEATHER.—The very low state of the thermometer has not been equalled during the past eighteen years. Upon reference to the "Meteorological Journal" for January, 1820, we find two remarkable coincidences, viz., that during the previous days of the week the wind had been, as now, from the N.E., changing on the morning of the 15th to the S.W., and the thermometer falling to one degree. It is singular enough, that just the same date of the present year marks the same low degree of temperature, and precisely the same change of the wind. The severity of the frost has, however, been of longer duration than in 1820, having continued, without intermission, from the evening of Sunday, the 7th, to the present time, and yet no indication of a change.

LEVEL OF THE CASPIAN SEA.—It has been settled by a survey under the orders of the Emperor of Russia, that the Caspian Sea is lower than the Euxine by ninety-five Paris feet. It is asserted this calculation cannot be in error five feet.

ORIGINAL CORRESPONDENCE.

FOUL AIR EXTRACTING MACHINES. TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As I have given up to the public a discovery and invention which, I conceive, of vast usefulness, I trust you will favour me by inserting in your journal the following particulars.

Having long perceived the fallacy and inefficiency of giving free air and salubrity to mines and ships by ventilation, which not only requires great power to force the air in, but when so forced, it very partially admixes with the foul air, so that by a fair calculation, of eight or ten cubic feet of atmospheric air ventilated, not one foot of foul air will be so incorporated therewith, as to be carried out, when it again escapes at the mouth of the shaft; I, therefore, have contrived a machine, which with very small power, reversing the principle of ventilation for extraction, will render all mines and ships perfectly salubrious and healthy, putting an end to the calamity arising from the explosion of foul air, and rendering vessels with horses and troops on board, in the worst weather, perfectly cool and healthy. Having had good reason to fear this invention would be pirated, I determined to give it up for the public good, which I officially notified to the Right Hon. the Solicitor-General, and which was duly accepted by him. The calculation of the performance of my extracting machine is as follows:—

A machine worked by one man, will extract from 1400 to 2000 cubic feet of foul air per minute, being equal to 8000 ventilated in.

A machine of two-and-a-half-horse steam power, will extract 12,000 cubic feet of foul air per minute, being equal to 92,000 cubic feet ventilated in.

A machine of four-horse steam-power, will extract 24,000 cubic feet of foul air per minute, being equal to 192,000 cubic feet ventilated in.

These machines are very low in price, light and portable, and as I derive no advantage from the manufacture, they will be fabricated at the lowest possible remunerating prices, and can be affixed to mines and ships, without trouble or expense of any consequence. For particulars see advertisement.

Hereford, Jan. 12.

EAST WHEEL CHANGE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I wish you to inform me through your valuable pages, that if some parties should succeed in trepanning the public, by selling them the East Wheel Change mine, in the Blackheath and Cable Hill, in the parish of Lanhedock, in the county of Cornwall, knowing as well as the lords their title to be a bad one, the lords having bound them in the lease title to exonerate them (the lords) from all law-suits which may occur. As the mine is now in actual working, by virtue of a grant made in the year 1829, how the public is to get redress, is a matter for their serious consideration. Your humble servant,

Jan. 15. [We insert the letter of our Correspondent for the information of those interested, as we do not exactly comprehend the subject on which he writes.—Ed. M. J.]

ECONOMY IN MINING.

TO THE EDITOR OF THE WEST BRITON.

SIR,—As a friend of mining, I hope you will insert the following:—About four years since, a working mechanic, at a large mine with which I am well acquainted, produced a plan for the improvement of the guides of the stamps-lifters. They were triangular bars of cast-iron, fixed by a bolt at each end, to the front and back of the lifters, with a notch cut in the wood traces for them to work in, thereby doing away with the side guides between the lifters; and the wood of the lifters cannot touch the traces. In a short time those triangular guides became quite bright, and appear free from friction. They are so highly applauded in the neighbourhood where they were first tried (as I believe) that I know of several other mines that have had them with equal satisfaction; and as some parts of the county know nothing of them, your inserting this will greatly oblige, A FRIEND OF THE MINER.

TRADE WITH THE PORT OF LONDON.

The following important statement was made by the chairman at the annual meeting of the St. Katharine Dock Company, showing a very large increase in the trade of the port of London last year, as compared with the preceding:—

Ships with cargoes that entered the port of London from Foreign ports during the years 1836 and 1837.						
	British.		Foreign.		Total.	
Year.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1836	3500	766,010	1449	249,080	4949	1,015,090
1837	4058	819,179	1530	236,662	5588	1,054,841
Increase	558	52,169	81	12,418	639	39,751
			But less tonnage.		Total increase.	

Coasting trade with London :—		But less tonnage.	Total increase.
		British.	
Year.	Ships.	Tons.	
1836	19,715	2,656,750	
1837	21,320	2,811,520	

The aggregate tonnage of British ships that entered the port of London in 1837, it will be observed, amounted to no less than 3,629,699 registered tons, and exceeding considerably in amount any previous year.

PORT OF BRISTOL.

The following statement exhibits the number of vessels, and the amount of tonnage entered inwards at the Bristol Custom-house in the last four years, viz., from the 1st of January to the 31st December in each year, to which is added the quantity of sugar imported into Bristol:—

Year.	No of Vessels.		Tonnage.		Sugar.		
	British.	Foreign.	Hds.	Tierces.	Brls.	Bags.	
1834	317	55,877	6885	23,466	1672	1108	56,595
1835	309	53,567	5106	21,280	1778	1028	58,060
1836	337	55,834	5418	18,423	1430	1161	50,003
1837	384	69,691	8557	20,771	1435	1125	62,253

TRADE OF THE PORT OF LIVERPOOL.—An idea has very generally prevailed, that 1837 was a year of great financial depression, more especially as regarded Liverpool. On an inspection of the returns of the national revenue, now completed, we are happy to state, that in respect to the most important branch of the revenue, namely, the customs, this alarm is, in a material degree, groundless. The decrease in the general return for the year is 890,156 $\frac{1}{2}$. Liverpool contributes to the customs about 4,250,000 $\frac{1}{2}$ net, being nearly one-fourth of the whole. So that, had the decrease in the customs receipts at Liverpool been in the ratio of her contribution, the returns for the year would have exhibited a decrease of about 222,000 $\frac{1}{2}$, whereas, the actual decrease is only 89,324 $\frac{1}{2}$, or a proportion of one-tenth, instead of one-fourth. It is further gratifying to observe, that although the customs collected at this port have decreased as above stated, upon the account for the whole year, yet that the return for the last quarter of 1837, exhibits an improvement upon the corresponding quarter of 1836, to the amount of nearly 50,000 $\frac{1}{2}$. Whatever temporary languor, therefore, our commerce may have experienced, this is a cheerful token that it is fast progressing towards complete recovery.—*Liverpool Courier*.

ACCIDENT AT THE HADY COAL PITS.—A dreadful accident befel a boy in these pits, on Monday last. The little fellow was at work in the bottom of the pit, when in consequence of the swerving of an ascending corve, a mass of coal fell on his head, and inflicted injuries of the most dreadful description.—Medical assistance was obtained as soon as possible, and it is hoped that he will soon recover. It is somewhat singular, that the boy's father was lately killed in a coal pit, in consequence of falling from a corve to the bottom of the pit.

MINE ACCIDENT.—As a poor fellow, named Kempt, was at his work in East Croft mine, a piece of ground suddenly turned out on him by which his leg was fractured and his person otherwise much bruised. He was extricated with all possible speed from his perilous situation, and being drawn to the surface was carefully conveyed to his residence, and the fracture was reduced, and he is said to be going on favourably.—*Cornwall Royal Gazette*.

MINING CORRESPONDENCE.

ENGLISH MINES.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Jan. 15.—In reference to the respective workings throughout these mines, I beg to say, in sinking Johnson's engine-shaft the ground is much the same as hitherto, but in consequence of several breakages of late we have not made that progress in sinking the said shaft as we otherwise should have done. Driving north, on the lead lode, at the fifty fathom level, the lode is about six inches big, producing silver lead ores, of excellent quality. The south end, at the same level, there is a trifling improvement in the appearance of the lode. Going east, on Johnson's copper lode, at this level, there does not appear the least alteration since my last. The lead lode, at the forty fathom level north, remains precisely the same, both in size and quality, as noted last week. In the south end, at the same level, the lode has a favourable indication for lead. The new winze, sinking below the forty fathom level, continues without improvement. Respecting the tribute department there has nothing occurred since my last worthy of notice, the men are all working well. In reference to our dressing department we are prevented from bringing forward our December ores at the usual time of sampling, in consequence of the severe frost, and from the present state and appearance of the weather we cannot say when we shall be able to do so. The parcels of silver lead ores sampled on the 20th ult., computed, viz.: No. 1, 15 tons (21 cwt.), at 18 $\frac{1}{2}$ 10s. per 21 cwt. dry weight; No. 2, 2 tons 11 cwt. ditto, at 7 $\frac{1}{2}$ 1s. 6d. ditto; No. 3, 12 tons ditto, at 6 $\frac{1}{2}$ 13s. ditto. The above were sold Messrs. R. and W. Michell, Truro, on the 9th instant.

S. HARPUR.

EAST WHEEL STRAWBERRY MINING COMPANY.

Jan. 15.—In reporting to you to-day upon our present prospects, I beg to say that the lode in the thirty five fathom level east is one foot six inches big, producing some good stones of tin; and the lode in the west end is three feet wide, composed chiefly of a dark peach, tiany, although rather coarseish work. The lode in the twenty-four fathom end is two feet in size, and of the same description as at the thirty-five fathom west. At the sixteen fathom end the lode is full three feet big, of a hardish caple, and at present rather poor. We have not yet intersected the Great South lode in the cross-cut driving at this level, the ground being rather spare for driving. In the past week we have been clearing the adit level east of the present engine-shaft, which we have completed, for the purpose of driving the same level north, under the new engine-shaft, which we contemplate sinking for the further prosecution of this mine. The tributaries are working very satisfactorily, with a fair prospect of obtaining wages; but the severity of the weather impedes our progression in all departments, and is felt particularly in dressing the tin.

F. EVANS.

CORNUBIAN MINE.

Jan. 6.—In our sixteen fathom level east we have broken some good stones of lead this week, but it is not quite so well at present. Same level east, on the west caunter, the lode looks kindly, not rich. In our eight fathom level, on the Chiverton lode, we have been under the necessity of driving round the run that was occasioned by the water that came away at this level some months ago. Same level, on the east caunter, no alteration since I wrote last. Our new engine-shaft is sunk about four fathoms under the sixteen fathom level; the ground has proved hard this week, but I expect that it will be softer soon. We sampled on Wednesday last forty-five tons of lead.

Jan. 13.—I have to inform you that our new engine-shaft is sunk below the sixteen fathom level five fathoms; the ground has proved hard this week, but there is an alteration for the better. In the old engine-shaft we have sunk about nine feet below the sixteen fathom level, but it is expected that from this time they will make a more rapid progress. The sixteen fathom level, on the west caunter, is not rich, but I expect that we shall have lead there soon. Same level, on the east caunter, the lode is poor. Eight fathom level, on the east caunter, the lode is not rich, but looks kindly, and in a fine stratum of ground. Same level west, on the Chiverton lode, the lode is two feet wide, a plenty of muddle, and a small portion of lead. We have not cut anything in our adit driving south. The day appointed for the sale of the forty-five tons is on Saturday next, the 20th instant.

JOHN BORLASE.

FERRAN CONSOLIDATED MINING COMPANY.

Jan. 13.—Herewith I beg, as usual, to hand you our report of these mines. The forty fathom level, driving west of the Flat-rod engine-shaft, on Mudge's lode, we find it large, but at present poor for lead. In driving the thirty fathom west of the Flat-rod engine-shaft, we have a very promising lode, eighteen inches wide, producing very rich stones of lead. At the same level, driving west on Mudge's lode, we have some lead, with jack, muddle, &c. We have only driven on the twenty fathom level west, on Anthony's lode, but very little since our last report, the men having been employed in rising under the Diagonal-shaft, which is now completed down to the twenty fathom level. The same level (twenty), driving east of the Great Engine-shaft, on Mudge's lode, it is producing some lead, with a favourable appearance. We have not yet cut the lode in the south adit cross-cut, but are expecting every day to do so. At Rose we have discovered a large tin lode, and have sunk in its course about three fathoms. We consider it has a kindly feature as a tin lode. Windus's shaft is sunk about twenty-one feet from surface, but in consequence of so much water cannot continue without the aid of machinery.

R. ROWE.

HOLMBUSH MINING COMPANY.

Jan. 15.—I have to inform you that the ground in the engine-shaft continues very hard. The south part of the lode, in the eighty fathom level west, is nine inches big—good ore. The north part of the lode is six inches big, chiefly muddle. The lode in the stopes, in the back of this level, is two feet wide—will produce four tons of good ore per fathom. The lode in the rise, against the winze, is from two and a half to three feet wide—a good coarse of ore. The branches in the eighty fathom level east are small. The ground in the cross-cut, at the seventy-two fathom level, towards Flap-jack lode, is much improved for driving. The sixty-two fathom level west is not so productive as reported last week, the lode being divided into three branches, composed of ore and muddle. The lode in the fifty-two fathom level west is small, and producing a little ore. The twenty-six fathom level north, the ground continues favourable for driving. Our tribute pitches are looking well.

S. SECCOMBE.

BRITISH TIN MINING COMPANY.

Jan. 15.—The appearance of the lodes in the different levels and stopes is much of the same character as last week, except the thirty-two fathom end east, and the western stopes, on Fagnan's twelve fathom level, which are improved; we have fair ground in our western end, in Osborne's: the lode at present is about nine or ten inches big—poor, but letting out much water.

J. BRAY.

TAMAR SILVER LEAD MINING COMPANY.

Jan. 15.—Not the least alteration has taken place in the bottom ends during the past week; and in the ninety-five and eighty-five fathom levels, south of the shaft, the lode continues very promising. The lode in the former level has somewhat increased in size, and the latter has produced a very good pile of work, which we shall shortly dress. Our men are working in good spirits, and the pitches, generally speaking, are looking very well. Our sampling day, the present month, must be unavoidably postponed, in consequence of the severe frost, which has considerably impeded our progress in this department.

MARK JAMES.

ST. HILARY MINING COMPANY.

Jan. 13.—Nothing worthy remarking has occurred since my last communication, either in the state or prospects at Wheal Leeds. The engine-shaft sinking under the sixty to a seventy fathom level, continues hard—we have not taken down the lode. The sixty east continues much the same as reported on setting day, producing two tons of ore to a fathom. The sixty west is the same as before, producing ore, but not rich. The fifty east, this level has been unproductive for the last two or three fathoms; the lode, which has been split, appears to be uniting; taking the two branches together, the lode is about fifteen inches big, exhibiting ore throughout, but not rich. The rise over the fifty west is not yet communicated to the forty, nor have we taken down the lode since I last wrote; our tributaries are working steadily. We have set another pitch at the sixty, at 7s. 6d. tribute, to four men, and one in the backs of the forty to two men, at 13s. 4d. We are proceeding with the Wheal pit, &c. for crushing our ores and stamping them by water power, as fast as possible.

C. N. BEATER.

GWINEAR MINING COMPANY.

Jan. 13.—The workmen are making great progress in the erection of the stamps, and I have every expectation the whole will be completed in the time anticipated, if not before. The twenty fathom level, west of Harden's shaft, continues productive. We have saved about seventy kibbles of tin stuff from the end this week. There is no alteration in either the ten fathom level, west of Harden's, or the ten fathom level, east of Williams's shaft. In rising over the twenty fathom level, on the south copper lode, to communicate with Duncan's shaft, we have been impeded for want of air this week, and we are about to erect a horse-whim in Duncan's shaft, to sink and communicate with greater dispatch, and as we must have one eventually on Duncan's shaft, it is best to erect one at once. We find the tin stuff we were preparing for sale so excessively hard and expensive to dress, that we have discontinued attempting any more, and I have determined, as our stamps will be so shortly in readiness, to discharge the parties employed. What tin is in readiness will be sold next week, an account of which shall be forwarded.—In our last report of this mine, read "100 kibbles" instead of "10."

C. N. BEATER.

POLBURN MINING COMPANY.

Jan. 15.—At Stainsby's engine-shaft the ground continues hard, just as stated in my last report. At the twenty-two fathom level, going south of Vice's shaft, the ground is still pretty favourable for driving. In the same level going east, on the new lode, it is from five to six inches wide, and producing good work for tin. In the end going west, on this lode, it is small, but rich for tin. At the twelve fathom level driving west, on Dorcas's lode, it is split into small rich branches; in driving, however, a little further, we expect they will come together, when we hope the lode will resume its former richness. In the bottom of this level we are sinking a winze on the course of the lode, which is small, but yielding good work for tin. Our tributers are still working diligently, and we hope getting wages. R. ROWE.

EAST MULBERRY HILLS MINING COMPANY.

Leniet, Jan. 17.—I am happy to inform the adventurers that the prospects of this mine altogether are of the most promising and improving nature, although delayed at the dressing floors for the present, and, perhaps, may be disappointed (if the weather does not soon alter) in returning tin at the time promised, in consequence of the severe frost, yet we are continuing six heads of stamps in employ with work up to this time of equal quality to that stated in my last report, and of which we have at this time many hundred of sacks brought to grass. We have been obliged to stop the level at the engine-shaft, as a part of our launders was not sufficiently large to carry the stream of water, but shall get this remedied next week, when I shall put men to drive to cut a branch of tin which we had in sinking the shaft, and which underlaid north—expect to cut it in about four fathoms driving. At the west part of our mine, at Beall's shaft, we have sunk seven fathoms under the fifteen fathom level, and intend driving at the twenty-five fathom to cut the branches of tin under the old men's workings—think to accomplish this about the latter end of February, and where I have not the least doubt of success, as we have already got some whole ground at the fifteen fathom level in this shaft, and discovered some very rich branches of tin, and are now putting in a stull in order to put men to work next week, when I am certain of having some good tin stuff. In the old shaft we are clearing up, near Beall's shaft, we have a fine branch of tin, which I have put two men to drive on, and they have broke in the last few days about thirty sacks of excellent work. I expect to get at the bottom of the old workings here about the middle of next month, as I understand it is not more than twenty-four fathoms deep. W. HOOPER.

WEST WHEEL JEWEL MINING ASSOCIATION.

Jan. 15.—At Buckingham's, we have completed opening, casing, and dividing the shaft, putting in footways to the forty-two fathom level, so as to begin to draw from thence in the beginning of the week; and in order to open ground more speedily upon the lode, to have tributers there as early as we can, we have set each end to drive by six men and two boys—the lode remains as last reported. Thirty fathom level west, on Buckingham's lode.—Lode about ten inches wide, composed of fluor-spar, peach, and yellow ores. Thirty fathom level south, on Hodge's cross-course.—Ground much the same as in our last report. In the cross-course, we find strings of rich black ore, which is a symptom of our being near a lode, and looks favourable. Thirty East, on the new South lode.—In this end we have cut through the cross-course, and find a branch of black and grey ores, producing about one ton per fathom, worth at least 6l. per ton; this induced us to add two men more, as you will see by our setting paper. Wilkinson's Engine Shaft.—Lode producing stones of grey, black, and yellow ores, and looking favourable. M. WILLIAMS.

WHEEL SUSAN TIN AND COPPER MINING COMPANY.

Jan. 17.—The cylinder cover has been replaced by a new one, and I shall immediately proceed to carry into effect your suggestions for the future working of the mine. I very much approve of your intention to sink the engine-shaft down to the thirty fathom level, without stopping to stop any ground between it and the twenty, as after the thirty fathom level is a little extended, it will afford facilities for breaking large quantities of work at half the cost we were put to in the way we previously worked. The lode in the bottom of the engine-shaft has a very fine appearance, being seven feet wide, all of it work for the stamps, containing tin and copper ores throughout. The lode improves for copper as we sink, and it is worth rather more than three cwt. of black tin per 100 sacks. The shaft will cost, to sink on the lode, about 12l. per fathom, and carrying it ten feet long, will turn out about 400 sacks per fathom for the stamps. You do not say if I am to put six or eight men in it for the time to come. No time shall be lost, agreeably to your directions, in getting the shaft on the Great North lode, in order to receive the pumps for draining the water from it; and as we have most of the materials required on the mine (except the rods, working and clack-door-piece, and windrope), the expense will not be much, and this undertaking, I consider, to be of paramount importance to the company, as from the general appearance of this immense lode, I do not doubt but that it will shortly be turning up large quantities of work, which will pay well at the stamps. The gossan of the new lode at Trannack, is all of the sort sent you, and is not excelled in appearance by any in the county. The lode is at present two feet wide, and no one who has seen it doubts but it will lead to a course of ore. Some of it made, per assay, thirty-five ounces of silver to the ton. Your directions for precipitating the copper at the burning-house, shall have my best attention; it will, as you say, amount to something considerable, in twelve months, and the value of it will increase, if the number of burning-houses be increased, and others, I think, will soon be required. B. NICHOLAS.

BRITISH COPPER MINING COMPANY.

Jan. 17.—The lode in the twenty-two fathom level end, is two feet wide, composed of soft peach, munda, and a little ore. In the thirty-two west, the lode is six feet wide, being composed of caple, munda, and a small quantity of copper ores, imbedded in a fine stratum. In the sixty-two west, the lode is a foot and a half big, ore throughout; the stratum comparatively soft, and otherwise more promising than it has been. In the sixty-two east, the lode is from six to eight feet wide, with a leader of ore on the north part eight inches big, exceedingly hard and wet. We have raised some fine stones of ore from this end during the last week. In the west winze, the lode is from seven to nine feet wide, kindly, softer, and more ore than in any other place in this part of the mine, but the water has been so much, that the men could scarcely sink. I have resolved, though very reluctantly, to suspend the sinking of the winze, and to wait until the ground be holed by the rise from the sixty-two, consequently, the number of our sett workmen is twelve less than it is stated in the setting report for this month. JAMES STEPHENS.

ENGLISH MINING COMPANY.

Great St. George, Jan. 16.—As usual, I beg to lay before you a statement of our underground operations, at Great St. George eighty fathom level, west of the Flat-roof shaft, the men are still driving by the side of the lode, consequently nothing new of this can be reported. The summen have thus far been engaged in cutting plat, &c., at the eighty, so that nothing has yet been sunk under that level. At the seventy westward, the lode is split into two branches, each about four inches in width, neither of which contain any valuable mineral. The lode at the same depth eastward, is two feet wide, of peach, munda, and stones of ore, and on the whole, is decidedly improved; from present appearances, we are led to hope that a much more important improvement is near at hand. Poverty is still the character of the sixty fathom level westward, the lode being twelve inches wide, of spar, caple, munda, and killas. Burton's shaft is passing through the same hard bar of ground as mentioned in the setting report; in consequence of this, the quantity of ore breaking is very trifling, not more than one ton per fathom; we hope, however, by the next monthly setting, to be in a situation to commence active operations below the thirty fathom level, the distance between which and the forty, we hope to sink in less time than that occupied in completing the last ten fathoms. The lode at the thirty fathom level, east of Burton's, has been intersected by a small cross-course; previous to this, it was twelve inches wide, of caple, spar, jack, and a small portion of ore. The twenty fathom level, west of this shaft, contains a lode twenty inches big, which produces spar, munda, and ore; of the latter, about one and a half ton per fathom; the indications of this level are decidedly promising, we are therefore on the look out for something better. The lode at the ten fathom level, in the same direction, for a width of eighteen inches, is composed of spar, caple, munda, and ore, yielding of the latter, well nigh one ton per fathom; a very trifling proportion of the stuff broken from the winze sinking from the twenty-three fathom level, on Callaway's lode, is saved for dressing, the great bulk of it being, in every sense of the word, black jack. The ten fathom level, west of Stephens', on the south part of Callaway's lode, contains a very small portion of ore, the lode, in fact, at the present moment, is composed almost entirely of spar. The same level, east of Stephens', both as regards size and quality, is by no means in a favourable state. The twenty fathom level east, on engine-shaft, on Humphreys' lode, presents to view a very "keenly gossan," but otherwise is poor. The estimated value of the lode in Campbell's shaft, is 6l. per fathom; it possesses also spar, munda, and caple, and is subject to floors, and (what is termed by the miners, "buggass"), by which the sinking of the shaft is greatly facilitated. James' lode, at the twenty west of Devonshire's, is two feet big, of cindery munda, intermixed with spar and spots of ore, and, although poor, is certainly in the most promising condition. At Wheel Leisure, the lode in the main engine-shaft is precisely of the same state as that named in our last report, both as respects size and quality. East of the engine shaft, at the 106 fathom level, the lode is four feet wide, but is not possessed of any valuable ingredients. The one thing needful is likewise wanting at the same level west of the shaft; it merely contains munda, spar, and killas. The ground is still hard in the cross-cut, driving towards Carrick's lode, at the 106 fathom level. The tributers of this mine are working with much spirit, and, in some instances, have effected an improvement in the ore ground, in fact, should our present prospects continue, an increase upon the quantity

last sampled, will no doubt be the case in the sampling in March next. At Wheel Leisure, the lode in the bottom level maintains its mastery size, of from four to five feet, it is remarkably promising, and is composed of jack, munda, and ore, and, of the latter, will yield about two tons per fathom. The lode is also remarkably large in the winze, sinking from the fifty-two; its ingredients are munda in very great abundance, jack, and yellow ore. In sinking Bourdillon's shaft, Wheel Meadow lode has been intersected, which at first produced a favourable change in the ground, but now that we are under the lode, the ground is harder; the lode itself is from twelve to fifteen inches wide, out of it several good stones of ore have been extracted, and its general appearances are such as will no doubt warrant further attention at some future period. The ground is favourable at the cross-cuts, driving at the forty-two and sixty-two fathoms level. The tributers, both at this mine and Great St. George, are working diligently, and will, we have every reason to believe, break a much larger quantity of ore than that broken for the last sampling. H. HUMPHREYS.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, Oct. 14.—The copy of the report read at the meeting of shareholders, held on the 18th July, together with the resolutions passed upon that occasion, were perused by me with highly gratified feelings, and I beg you will, when opportunity permits, assure those gentlemen that I sensibly feel this repeated assurance of their undiminished confidence in my direction of their interests, and that it shall be my endeavour to give them no cause to regret having reposed it in me. I cannot help observing that more responsibility, and consequently more anxiety, has fallen to my lot, from the very fact of the extent to which this confidence has been bestowed, and this, with your constant readiness to meet, and attention to, my every wish, has made me the more cautious in either adopting or recommending a measure, until I felt positive that it was good. As yet (and I feel thankful in being able to say so), all has gone well, and although a longer time may have elapsed than could have been wished in bringing it about, yet, I hope and believe, that the end, namely, the being able to pay a handsome and regular dividend, is now near at hand.

The alteration in "Carpeters'" and the "Old Stamps," has been completed, and the result more than answered my expectations. The demand upon our carpeters, independently of these heavy jobs, has been very great, and now again, the preparing habitations for the coming party, is taxing us hard; in addition to all of which, the very year and casualties of such an establishment, affords full employment for a dozen carpeters, (and here I may observe, the eighth shank of the last Cornish heads broke last night, they will not stand at all—the shanks I mean—in other respects they are good); all, however, are working away well, early and late, and I trust soon to have a good force upon the new engine, which I beg to tell you is to be the very first in this country, at least we intend doing our best to make it so. The new wheel will be fifty-two feet diameter, and will drive, on either side, eighteen heads. In June, then, I hope to muster as follows—old stamps, eight heads; carpeters, ten ditto; new stamps, sixteen ditto; not named, thirty-six ditto—total, seventy heads, of which, I hope to keep sixty-four constantly going, reserving the others for repair, and to meet casualties. But much has to be done besides the building the engine; many preparatory measures taken, and arrangements made to secure their being so. The iron railroad will doubtless do much to help us, but I fear until the deep adit becomes the high road, we shall ever be subject to impediments; nevertheless we shall will do our best. Until June, then, gentlemen, I must request your patience, then, I do hope to satisfy the most sanguine; in the mean time, we will not be idle. You may reckon upon two pounds of gold a day; our gold reports will tell you our lode is not failing. It is very pleasing to forward such documents. I need say nothing of the mine; we have now room enough to work entirely by day, which clearly enough proves we could even now break down double the quantity, with the extra requisite force. The deep adit is looking much better, and measures I have adopted there, will, I expect, secure its end being driven, in future, more expeditiously, but I fear we cannot reckon on seeing this available in less than twelve months. The end coming south-east, is very hard.

Cata Branca, Oct. 19.—I have only, upon this occasion, to send you the gold report from the 1st to the 13th inst. Respecting the sending the gold to Rio, I have entered into an arrangement with Mr. Herring, of Morro Velho, for that on hand at the beginning of next month, say 150 lbs., to go forward under charge of an officer of that establishment.

Oct. 24.—The first detachment of the party from England, twenty-four in number, I am glad to say, arrived on Friday last. They came up very creditably, and in seventeen days. I hand you gold report from the 14th to the 20th, both days inclusive.

Gold return from 1st to 20th October—43 lbs. 10 oz. 11 dwts. 7 grs.

The following letter relates to Conceicao:—

Cata Branca, Oct. 19.—I have nothing of importance to communicate to you. They have not yet holed to the deep level, from Paula Santos's shaft, but I momentarily expect to hear that they have done so. Upwards of 200 fathoms of pumps have been laid, so that I do not fear having to stand fast on that account. In Lage's level they have commenced sinking on the underlay of a vein next the hanging wall of the black formation, where it showed best. The wet weather has fairly set in, and I am sorry to say, with more than its wonted severity. No material injury has as yet been the result, but I cannot help feeling a little anxious upon the point. Senor Paula Santos having returned from Rio de Janeiro, I immediately desired him to exert his influence in obtaining a further extension of six months, and which he has set about with his usual zeal. Knowing Major Lage's readiness to meet my views in every respect, and having received a most ready compliance on the part of Senor Jose Feliciano to the same end, no doubt need be entertained as to his success. As immediately after the arrival of the coming party, as I can get away, it is my intention to proceed to Conceicao. W. COTESWORTH.

THE DUCHY DUES.

We copy the following from the last Number of the *Cornwall Royal Gazette*:—

"We take as lively an interest in whatever concerns the county as any of our contemporaries, and therefore we have not been inattentive to what has transpired upon the subject of the Duchy revenues, either in parliament or elsewhere. But while we are aware of the importance of the question, and alive to every new aspect which it may assume, we may, we think, be fairly allowed to doubt the expediency of discussing it any farther at the present moment; and our Radical neighbours, at least, should suffer us to await the renewed debate in the House of Commons, to which their own patrons have deferred the consideration of this matter, and to suspend our judgment until we see what is the ministerial nostrum, which, according to its authors, is to remove at once all mystery end all complaint. The *West Briton*, however, has put forth an article, in which our views are not very fairly, or, at least, not very accurately represented; and it is necessary that we should explain and defend them.

"Our contemporary begins with expressing a very laudable desire that the people of this county should know something of a matter which so nearly concerns them; and then, since he has, during his brief abode among us, acquired by some sort of intuition, that acquaintance with the subject, which our less acute countrymen have vainly toiled after, through a long course of experience and observation, he very graciously proceeds to instruct them. All this, certainly, is extremely kind and considerate; and the people of Cornwall, who have been hitherto so besotted as to suppose that they did 'know something' of their own affairs, ought to receive so friendly an intimation of their ignorance, and so seasonable an endeavour to remove it, with becoming thankfulness. This, however, is not particularly our affair, and we leave them to make their acknowledgments in their own way, while we proceed to deal with that which more properly concerns ourselves.

"It is said that we approved of the object of the meeting, on the subject of the Duchy dues, in October; and some charge of inconsistency is raised against us, on account of what we have since said, as to the composition of that meeting, and as to the manner in which it was convened. Upon these points we shall speak presently; but we may observe in this place, that it was natural that we, as the advocates of Cornish interests, no less than of the interests of the Crown, and of whatever is subsidiary to its dignity and stability, should concur in a proposition which combined the removal of the duty with the grant of an indemnity to the Duchy, out of the general revenues of the country. That, if we mistake not, was the proposition brought forward at the meeting, and embodied in the memorials which were agreed upon; and we are at loss to understand how our approval of it should bind us to all the subsequent proceedings of its authors, and still less to all the political opinions with which their party organs have identified the question—particularly when the dishonest scheme of wresting the duty from the Duchy, and withholding the equivalent, is more than hinted at.

"But though we might have desired to see the county relieved from the duty upon tin, and to have that burden transferred to the shoulders of the state, and though we may still desire it, we may yet be allowed to doubt the propriety of agitating that question under the new circumstances which have arisen, since the meeting was held.—And we may be allowed also to doubt, whether in departing from the practice so long observed in convening meetings of this description, and whether, more especially, in the omission of those preliminary arrangements, through which, hitherto, the presence of the principal landowners has been secured, that course was pursued which was likely to lead to the soundest and the safest conclusion; and whether, if an opposite course had been followed, the county would not have been apprised in time of the difficulties with which the subject was beset, and of the dangers which might arise from too eagerly pressing a single object, without a due regard to contingent and collateral circumstances. But among the Whigs,

when a political point is to be carried, and more especially when a little popularity is to be won, the checks which wisdom and experience, or those which honesty and plain dealing may interpose, are not always desirable. Nor is this all; for the mode of proceeding was calculated to produce a general misapprehension; since the absence of all comment upon the questionable measures which were adopted, might have been referred to a general agreement among the leading men of the county, rather than to the want of any attempt to ascertain the sentiments of a considerable and influential portion of them.

"Our contemporary complains of us, that we are obscure and mysterious, but the obscurity which troubles him may be in our own perceptions; and though he more than insinuates that the people of Cornwall know nothing of the subject upon which we address them, we do not despair of putting the question in such a form as they will readily apprehend, whether they concur in our views or not. The point, then, is simply this. Whether it is desirable to get rid of the tin duty upon the only terms on which the government seems willing even to entertain the question; or whether it is not better to endure so small an impost than have the ports thrown open to an unlimited influx of Banca tin, and to see the smelting business of the county carried on now by Cornish capital and Cornish industry, transferred to the speculators in the foreign article, and to the works which the contiguity of fuel, joined to the facilities of water conveyance, would soon cause to be erected in Wales? This may be all very palatable to the free trade philosophers, as the stripping the crown of its rights one by one, may be to those who include the monarchy with the peerage in the catalogue of 'national nuisances'; but the people of Cornwall have been taught too severe a lesson by the experiment in the copper trade, to desire a repetition of it in another leading branch of their commerce.

"But to come more closely to the point: if the question were simply this—whether the Duchy duty should be given up, and the amount at once supplied from the consolidated fund, the matter would be considerably simplified, and there would remain little more than the apprehension, that the smelting business might be removed, even without the incitement which the importation of foreign ore would furnish to the erection of smelting-works in the coal districts; and this, though an evil, and one to be seriously deprecated, would still be a partial evil, and might not affect either the landowner or the miner. But that is not the question. Lord John Russell has distinctly declared in parliament, not merely that the tin duty could not be given up without an equivalent, but that the subject of its abolition could not be considered, except in connection with the import duty; while Mr. Spring Rice has subsequently explained that the equivalent was to be supplied from the produce of such import duty. So that, in effect, the people of Cornwall have to determine, as far as it may now be left to their choice, whether they will continue to enjoy the protection which has so long been afforded to them, in consideration of the Duchy duty, or purchase a remission of that duty, by admitting, not merely as much foreign tin into the home market as will supply the deficiency, but as much as any one, when the market is thus open, may choose to import. No, no: those who have deserted Cornish interests for the sake of the tempting profits to be derived from dealing in foreign copper, may desire to enrich themselves still further at the expense of their countrymen, by similar speculations in foreign tin; but, on the other hand, the proprietors of whatever is purely Cornish, whether lands or mines, or smelting-houses, or labour, or skill, must be more willing to adhere to the system which unites them to the crown and the Duchy in the bonds of ancient friendship and protection, and of a common interest. They may not be in love with the duty, certainly; but they may prefer paying it in that shape, to paying it, perhaps, in a tenfold ratio, in another; and they may be justly apprehensive of the immense competition to which they may be exposed, when the importation must be fostered to such an extent as will supply the equivalent in the manner contemplated by the Chancellor of the Exchequer, and when, being so fostered, it may acquire an impetus of its own not easily stayed, and create interests, which no future regard for the county of Cornwall may induce the government to put down.

"The simple question, as we have said, is whether we shall cling to the protection which we now enjoy, or sever ourselves from the crown, that we may fly to the tender mercies of Lord John Russell, who tells us that the benefit which we seek, can only be considered in connection with that which will more than cancel it; or of Mr. Spring Rice, who distinctly declares that the equivalent for the remission of the duty, must be provided at our own expense, not by levying the tax upon us in any other shape, for then we should know the extent of the evil; but by exposing us indefinitely to a ruinous competition in our trade. Few, we believe, will choose the latter alternative; and, notwithstanding the boon which ministers so mysteriously keep in reserve, there are few who do not desire that the question had been entered upon with more caution, and its management on behalf of Cornish interests, intrusted to the hands of those who are best acquainted with those interests, and most capable of defending them. What the ministerial scheme actually is, we have no means of knowing, although we may shrewdly guess. But we repeat, that if it be first to do away, or greatly to impair, the interest which the Duchy now has in our tin concerns, and then, under an entirely new system, to charge an indemnity upon the so-called protecting duties on foreign ores imported, this change will be deprecated by all well-informed men, as pregnant with danger to the general and permanent well-being of the county at large."

FROM THE LONDON GAZETTE.

Tuesday, January 16.

INSOLVENT.

Jan. 16.—C. V. Smith and R. E. Goulding, Tottenham-court-road, linen drapers.

BANKRUPTS.

J. Smith, Little Warner-street, Clerkenwell, funeral carriage-master. [Arrow-smith and Chapman, Devonshire-street, Queen-square.
G. Solomons, Minorities, Talow-chandler. [Spyer, Broad-street Buildings.
J. Calvert, Pall-mall, bowyer-turner. [Bowden, Walters, and Reeve, Aldersbury J. Allen and J. Sherwin, Dartford, farmers. [Vausandau and Howden, Old Jewry.
G. Mince, London-road, St. George's-fields, tea-dealer. [Templer, Shearman, and Slater, Great Tower-street.
T. Sawyer, Wood-street and Coventry, riband-manufacturer. [Bell, Brodick, and Bell, Bow-church-yard.
F. Beckingsale, Bridport, Dorsetshire, grocer. [Brace, Surrey-street, Strand.
S. Lyle, Redruth, Cornwall, and Beerferris, Devonshire, smelter. [Sole, Alderman.
T. Lithaby, Clifton, mason. [White and Whitmore, Bedford-row.
S. Blackborow, Bristol, wine-merchant. [Bridges and Mason, Red Lion-square.

DIVIDENDS.

February 10, John Schofield, Saddlery, Yorkshire, woollen-cord-manufacturer—Feb. 7, W. H. Pears, Coventry, silkman—Feb. 6, J. Gibson, Northwich, Cheshire, wharfinger—Feb. 3, J. H. Walduck, Birmingham, dealer in wines—Feb. 22, R. Robson, and J. P. Robson, Newcastle-upon-Tyne, builders—Feb. 5, J. Zanetti, Manchester, carver and glider—Feb. 2, J. Bonnot, Cheltenham, ironmonger—Feb. 2, E. M'Lean, Cheltenham, general dealer—Feb. 5, W. Wharton and J. Wharton, Leamington, Herefordshire, common carriers—Feb. 2, T. Vining, Bristol, corn-factor—Feb. 9, R. Hewlett, Walcot, Somersetshire, builder—Feb. 9, W. Townsend, Bath, silversmith—Feb. 9, T. Townsend and J. Townsend, Bath, silversmiths—Feb. 10, H. Pegg, Tunbridge Wells, Kent, hotel-keeper—Feb. 8, W. Green, Cheapside, silk-warehouseman—Feb. 7, J. Simpson, Bath, Windsor, and G. Dawson, Bishopsgate-street, linen-draper—Feb. 7, R. Feltham, Bath, oil-merchant—Feb. 27, G. Hall and J. H. Bryant, Bath, stationers—Feb. 27, H. Farmer, Bath, ironmonger—April 14, T. Pizzle, Bath, upholsterer—Feb. 7, J. Mapp, Birmingham, timber-merchant—Feb. 6, J. Davenport, Derby, colour-manufacturer—Feb. 13, S. Morgan, Birmingham, and Dublin, and Limerick, Ireland, toy-merchant—Feb. 19, J. Britton and J. W. Briscoe, Darlington, Durham, linen-manufacturers—Feb. 8, W. T. West, Nottingham, draper—Feb. 7, J. Tewster, Kingston-upon-Hull, builder—Feb. 15, C. Baker, Southampton, timber-merchant—Feb. 15, C. Caldwell and T. Smyth, Liverpool, and J. Forbes and D. Gregory, London, bankers.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Feb. 6.

C. Sayers, Great Yarmouth, Norfolk, money-scrivener—H. Farmer, Bath, ironmonger—W. Reynolds, Junr, Savage-gardens, wine-merchant.

Friday, January 19.

BANKRUPTS.

J. Hayter, Kennington-oval, victualler. [Weekes, Tokenhouse-yard.
J. M. Bloom, East Cliff, Brighton, dealer in fancy goods. [Taylor and Collison, Great James-street, Bedford-row, and Isaacs, Jeffries-square.
B. Haskell, Watford, Hertfordshire, wheelwright. [Wingfield, Great Marlborough-street.
T. and W. Linsell, of Piccadilly, tailors. [Williams, Alfred-place, Bedford-square.
J. Huxham, College-street, Upper Thames-street, ale-merchant. [Rowland and Young, White Lion-court, Cornhill.
Henry Kendall, Edmund Kendall, John Kendall, and Joseph Kendall, Deritend, Warwickshire, perfumers. [Milne, Parry, Milne, and Morris, Temple.
A. Lees, Gorton, Lancashire, cotton-spinner. [Johnson, Son, and Weatherall, King's Bench walk, Temple. [Boswell-court, Carey-street, Lincoln's Inn.
G. Dickinson, Dover, paper-manufacturer. [Hawkins, Bloxham, and Stocker, New R. Stone, Oxford, surgeon. [Miller, Ely-place, Holborn.

DIVIDENDS.

Feb. 12, E. B. Bradley, Nine Elms, Surrey, maltster—Feb. 6, W. Devey, Holland-street, coal-merchant—Feb. 12, G. Green, Eagle-street, Red Lion-square, coach-maker—Feb. 13, W. S. Warwick and T. W. Clagett, Billiter-square, merchants—Feb. 9, H. Field, and J. Crane, Bush-lane, Cannon-street, varnish-makers—Feb. 9, R. Springett, late of St. Margaret's-hill, Southwark, hop-merchant—Feb. 9, T. Dornford, Hillpot-lane, wine-merchant—Feb. 10, R. H. Vinson, Maze, Southwark, carpenter—Feb. 14, A. Broome, Kidderminster, worsted-yarn-spinner—Feb. 12, W. Brown and W. Andrews, Leeds, cloth-dressers—Feb. 16, J. Stevenson, Sheffield, furniture-broker—Feb. 12, E. Jones, Manchester, drysalter—Feb. 19, S. Owen, Nantwich, Cheshire, mercer—Feb. 9, W. S. Warwick, Billiter-square, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before Feb. 9.

J. Britton and J. W. Briscoe, Darlington, Durham, linen-manufacturers—W. Souldry, Newcastle-upon-Tyne, tailor—W. Alston, Leicester, spinner—J. Wootton, Blandford Forum, Dorset, coach-maker—H. Field, Bush-lane, Cannon-street, varnish-maker—J. Drabble, Kent-street, Great Dover-street, axletree-maker—G. Stringer, senr., High-street, Islington, furnishing ironmonger—S. Anderson, Wigmore-street, merchant—M. Eburne and W. H. Eburne, Rathbone-place, Oxford-street, coach-makers—T. Wyatt, Oxford, baker—J. Macdougall, late of Bignold Ayres, merchant—R. Mower, Shoreditch, woollen-draper.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The transactions in the British Plantation sugar market have been extremely limited this week, owing in a great measure to the intensity of the weather, and almost confined to the wants of town buyers, who still purchase with much caution, and a further reduction of 6d. per cwt. has been established; 120 hds. of Barbadoes are announced for sale on Tuesday next. The market this day closed heavily, and the sales for the week amount to only about 350 hds.

Mauritius.—Business in these descriptions is at a complete stand still; the offers of the buyers are below the rates lately current, which the holders are not disposed to accept, and 793 bags were bought in above the market prices, at public auction.

EAST INDIA SUGARS.—The market continues plentifully supplied with Bengal admissible at the equalised duty, and it has met with rather a better sale and fully supported former rates, fine white brought 87s. to 67s. 6d.; good middling, 66s. to 66s. 6d.; good bright yellow, 63s. to 63s. 6d. per cwt. There were offered at public sale, on Tuesday, 4201 bags of Siam—the larger proportion found ready buyers at high prices; fine dry white at 34s.; very good dry grainy at 32s. to 33s. 6d.; middling white at 29s. to 31s. 6d.; and damp yellow at 28s. 6d. per cwt.

Refined Sugars.—There is still only a very small extent of business doing in refined goods, but as the refiners hold such extremely limited stocks, the prices paid are rather higher than last week; for lumps to pass the standard 80s. to 81s. has been paid by the grocers, and some business has been done in fine crushed for export at 39s. per lb. on board. For West India Molasses the market is still heavy, and a decline of 3s. per cwt. has been established.

COFFEES.—The amount of business transacted in British Plantation coffees since our last is very limited, but holders generally remain firm, particularly for the clean qualities of Jamaica, scarcely any of which are now remaining in the hands of importers. For Ceylon, admissible at the 6d. duty, there has been no more inquiry at the current rates of the last public sale; some small parcels of fine good ordinary have been sold at 79s. per cwt. In Mocha, there has not been much business done, but there are no sellers at low rates.

TEAS.—The demand for tea continues active, and is likely to be considerably increased by the resolution that has been passed, by which the next public auctions of tea will be postponed from March to April; this is viewed as proving that the merchants are firm in holding for higher prices, in which they appear to be warranted by the light stocks in hand, and the certainty of a very limited import from Canton in the ensuing season. The inquiries at present are chiefly for Bohea, low Congou, and Twankies; the former rule 1d. per lb. premium, and the latter 4d. to 5d. per lb. premium.

HOPS.—There is a slight increase in the business of this market, but prices are nominally the same as last week.

TALLOW.—The market continues very firm, but the transactions since our last have been confined to the wants of the town trade. The best quality of Petersburg tallow commands 48s. 6d. per cwt. There is no business whatever doing for forward delivery.

CORN EXCHANGE, JANUARY 19, 1838.

Wheat... p. Qr. 42s to 42s	Malt... p. Qr. 50s to 60s	Oats... p. Qr. 20s to 30s
Rye... 30s to 32s	Peas... 32s to 40s	Barley... 10s to 11s
Barley... 28s to 35s	Beans... 30s to 40s	Pollard... 14s to 20s

Wheat... 42s. 8d.	Barley... 21s. 4d.	Rye... 32s. 6d.	Peas... 35s. 9d.
42s. 8d.	29s. 6d.	20s. 5d.	28s. 10d.
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42s. 8d.	18s. 4d.	18s. 9d.	27s. 3d.

GOLD AND SILVER.

Foreign Gold in Bars (standard) per oz. £3 17 9
Foreign Gold in Coin, Spanish Doubloons..... 3 14 0
Silver in Bars (standard)..... 0 4 11 1/2

METEOROLOGICAL JOURNAL, 1838.

Jan	Thermometer	Barometer	Jan	Thermometer	Barometer
Thurs. 11	from 5.5 to 27	29.87 to 30.04	Monday 15	1.0 to 23	29.73 to 29.74
Friday 12	4.5 to 23	30.17 to 30.25	Tuesday 16	9.0 to 31	29.74 to 29.95
Saturd. 13	13.0 to 26	30.21 to 30.11	Wednes. 17	16.5 to 33	30.07 to 30.11
Sunday 14	18.0 to 27	29.95 to 29.83			

Winds N. by E. and S.W., the former prevailing, expect the afternoons of the 12th, 14th, and following day, generally cloudy. Snow fell on the 11th, 14th, 16th, and 17th.

CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT REDRUTH, JAN. 11.

JAN. 11.						
Purchasers.	Mines	Tons.	Total.	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN & Co.	Wheal Buller	27 1/2		10 1 6	275 7 8	
—	.....	71		7 12 0	539 12 0	
—	.....	21		8 2 6	170 12 6	
—	.....	16 1/2		7 2 0	118 6 8	
—	Wheal Jewel.....	82		9 6 0	762 12 0	
—	.....	80		6 2 0	488 0 0	
—	.....	73		8 6 6	607 14 6	
—	.....	71		8 6 6	591 1 6	
—	.....	47		6 8 6	301 19 6	
—	Trevauskus.....	44		8 1 0	354 4 0	
			533			4209 10 4

MISCELLANEOUS

JOINT STOCK BANKS.

BRITISH MINES.

MISCELLANEOUS

JOINT STOCK BANKS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid up.	Prices.	Dividend per share.
25,000	Austria & Com. of Irel.	25	10	—	—
5,000	Australia	5	10	8	8
1,500,000	Bank of Scotland	40	854	204	—
10,000	Bank of Birmingham ..	50	10	—	10
10,000	Birmingham Bank ..	50	5	164	10
500,000	British Linen Co	100	100	—	—
3,000,000	British North Amer. ..	—	20	7	—
	Commercial	100	20	182	—
	Colonial	100	25	25	—
3,000	Equitable Loan Co ..	—	9	10	—
10,000	Foreign Banking Co ..	3	3	9	—
2,000,000	Glasgow Union	50	50	65	—
10,000	Gloucestershire	50	10	—	10
10,000	Hamphshire	—	—	—	10
10,000	Hibernian	100	25	—	—
3,000	Devon & Cor. Bg. Co.	20	36	—	—
30,000	London & Westmins. ..	100	20	21	5
3,000	Lancaster	100	20	—	4
25,000	Liverpool	100	10	23	6
60,000	London Joint Stock Co.	100	15	7	7
40,000	Manch. & Liver. Dis.	100	15	194	6
20,000	Manchester	100	25	27	10
25,000	Monm. & Glamorg. ..	20	25	134	12

for Consols	5	3
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20,000	Natl. Bank of Ireland	50	17	16	5	
10,000	Natl. Provici. Eng.	100	35	32	5	Jan
80,000	Nor. & Cnt. B. of Eng.	10	10	—	—	Dec
10,000	North Wilts.	25	5	8	7	
20,000	Prov. Bk. of Ireland	100	25	39	8	Jul
4,000	Ditto New	10	10	16	8	
2,000,000	Royal of Scotland.	—	109	—	—	
7,000	South African.	—	6	5	—	
20,000	B. of Ireland, Cork.	25	5	5	—	
4,000,000	Western of Scotland	—	30	—	—	
60,000	W. of Scotland	—	10	12	—	

Irish	5	9
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GAS LIGHT AND COKE COMPANIES					
0,000 Alliance.....	10	5
2,500 Bath	20	16	..	14	Sept
600 Bradford	25	25	..	10	..
5,000 British	40	16	21	14	Nov
5,000 Do. Provincial.....	20	19	22
928 Birmingham.....	50	50	98	54	Sept
2,400 Birkenhead & South.....	60	50	76

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4,250 Bristol	20	20	36	2	Feb
1,500 Brighton	20	20	104	34	"
750 Do. New	20	18	9	35	"
2,471 Brighton, General	20	20	17	44	Ne
863 Carlisle	25	"	"	"	"
4,000 Continental Consolidat.	75	624	"	4	Ne
1,000 Derby	100	100	"	6	Jan
700 Chelmsford	50	50	42	4	Oct
300 Cheltenham	50	50	75	8	Jun
1,000 City of London.	100	100	100	10	Sep
1,000 Do. New	100	60	112	6	Dec
800 Coventry	25	25	25	"	"
200 Derby	50	50	"	"	"
180 Dover	50	50	"	"	"
600 Dudley	50	20	20	5	"
4,500 Edinburgh Coal Gas	25	25	"	"	"
Edinburgh and Alloa.	"	14	"	"	"
240 Exeter	50	50	"	"	"
4,000 Equitable	50	424	304	44	Apr
1,000 European	20	7	"	"	"
4,450 Glasgow	25	"	"	"	"

SECRET

6,000	Greenwich Railw. Gas								
5,000	Imparl.	100	50	45	24				
5,000	Do. Boston	100	100						
1,200	Ipswich.		10						
800	Isle of Thanet.	25	20	20	5	Aug			
2,350	Independent.	30	30	49	6	Oct			
240	Leicester.	50	50						
750	Leitch's Coal Gas.	100	75						
500	Liverpool	242	242	310	22				
	Do. N. Gas and Coke Do. (New Do.).	100	60						
200	Maldstone.	50	50	100	9	Feb			
1,000	Finsbury.	100	100	214	3				
579	Portsea.	50	53						
303	Poplar.	50	50						

IRISH FUNDS,

400 Ratcliff	100	80	58	4	Sept.
480 Rochdale	15	15	..	..	..
500 South Metropolitan	50	19	..	24	Aug.
600 Sheffield	16½	16½	..	..	..
600 Shrewsbury	10	10	..	..	..
120 Swansea	50	50	..	..	..
200 United General	50	46	24	6	Jan.
240 Warwick	50	50	50	6	Jan.
400 Wakefield	25	25	22½	14	Jan.
750 Warrington	20	20	22½	1	Oct.
000 Westminster Chartered	50	60	49	3	Dec.

200 Ditto New.....	50	50	10	12s	Dec.
200 Worthing.....	50	10	10	12s	Aug.
400 Yarmouth.....	50	10	10	12s	Aug.
DOCKS.					
3,400 Commercial.....	100	100	564	3	July
68,667 East India.....	Stock	100	100	107	6 Sep.
1,438 East Additional.....	Stock	100	100	4	—
38,310 London.....	Stock	100	100	21	Dec.
Ditto Bonds.....	Stock	100	100	99	—
50,000 West India.....	Stock	100	100	954	4 Dec.
2,229 Bristol.....	1474	1474	80	2119	Dec.
3,234 Ditto Notes.....	100	100	113	5	Nov.
570 Folkestone Harbour	50	50	10	10	—
38,000 Ditto Bonds.....	100	100	10	5	—

COURSE OF EXCHANGE.

9,000 Grand Collier Docks	50	1			
2,752 ⁸¹ . Katharine. Stock	100	100	100	48	Jan.
5,000 Ditto Bonds.....	"	"	100	44	Oct.
2,500 Do. Bonds for 10 years	"	"	59½	4½	"
6,500 Deptford Pier.....	20	3	"	"	"
5,000 Herne Bay Pier.....	"	"	"	"	"
BRIDGES.					
500 Hammershmith.....	50	50	22½	10s	Jan.
00 Metropoli. Suspension	30	2	"	"	"
31 Southwark w. new sub.	63½	63½	2	"	Dec.
00 Do. New of 7 per cent.	50	50	14½	1½	Dec.
00 Vauxhall	704	704	174	17s	Dec.
48 Waterloo	100	100	8	"	"
00 Do. old Annulies of 34	50	60	19	"	Feb.
00 Do. new do. of 7½ ..	40	40	174	16s 4	Feb.
00 Ditto Bonds	"	"	11s	5	Feb.
WATER WORKS.					
Birmingham	25	25	21½	9s	"
Colchester	100	100	"	"	"
East London	100	100	1-9	6	Jan.

Glasgow	50	50	—	—
Grand Junction	411	411	54	24 Jan.
Edinburgh Joint Stock	25	25	—	—
Kent	100	30	2	2 Jan.
Liverpool Booth	220	220	326	10 Jan.
New River Lond. Bridge	—	—	—	—
Water Annuities	—	—	58	24 Oct.
Manchester & Salford	100	30	53 1/2	1 Mar.
Portsea Island	50	50	—	—
Portsmouth & Farington	—	—	—	—
Do. New	50	50	22	1 Mar.
Do. Ram	50	50	8	10
Vauxhall, late So. Lond.	100	100	87	44
West Middlesex	63 1/2	63 1/2	90	3 1/2 Dec.
York Building Co. L. P.	100	100	35	1 1/4 Oct.

ROADS.

3 Archw. and Kent Tn.	30	30	—	18 1/2	1 1/2 Jan.
4 Arking	100	100	22	1 1/2	1 1/2
6 Commercial	190	100	75	8	1 1/2
2 Do. East India Dock Br.	100	100	—	—	1 1/2
Great Dover Str.	—	70	—	2 1/2	1 1/2
3 Highgate Archway	—	30 1/2	2	—	1 1/2
2 1/2 New North Rd. Stock	100	100	—	—	—

LITERARY INSTITUTIONS.

Adelaide Gal. of Science	50	—	204	—
London v. Bronze Tick.	78 1/2	78 1/2	204	—
London University	100	100	24	—
Russell	25	25	7 1/2	—
King's College	100	100	26	—

TIDE TABLE

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